The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

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MR. JAMES H. CROFTS, STOCK AND SHARE BROKER, AND MINING SHARE DEALER,
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BUSINESS transacted in all descriptions of MINING Stocks and Shares (British and Foreign), Consols, Banks, Bonds (Foreign and Colonial), Railways, Insurance, Assurance, Telegraph, Tramway, Shipping, Canal, Gas, Water, and Dock Shares, and all Miscellaneous Shares.

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MINES INSPECTED.

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20 Almada, 6s.	100 Javali, 7s. 3d.	10 Richmond, £15¾.
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45 Devon Friendship, 17s	25 Leadhills, £2.	15 S. Condurrow, £9 17 6
5 Derwent, £1.	50 Marke Valley, £1 7s 6	50 So. Darren, £1 7s 6d
40 East Buller, 12s.	50 Morfa Du, 17s.	25 So. E. Wynaad, £1 10s
40 East Caradon, 13s. 9d	100 Nouv. Monde, 15s. 3d	50 S. Penstruthal, 8s.
20 East Chiverton.	30 No. Penstruthal, 18s.	20 South Crebor, 10s.
10 East Devon, 10s.	50 New W. Caradon, 9s.	20 Tanker. Gt. Con., 8s 6
30 E. Roman Grav., 17s	25 Pandora, 13s. 9d.	160 United Van Consols and Glyn, 5s.
25 East Van, £1.	40 Polrose.	15 Walkham Uni., fully paid, 16s. 3d.
30 Frontino, £3 12s. 6d.	50 Port Phillip, 8s. 9d.	20 West Phœnix, £1 8s 6
30 Glenrock, £1 11s. 3d.	30 Potosi, 15s. 3d.	20 Wheal Crebor, £3 12 6
25 Glenroy, 12s.	50 P. of Wales, 16s. 3d.	20 West Kitty, £9.
10 Grogwinion, £2½.	50 Parys Copper, 16s	10 Wheal Union, 33s.
100 Herodsfoot, 10s.	50 Pestarena, 9s.	
30 HingstonDown, £1 5	15 Parka Consols, 7s. 6d.	
5 Indian Queens, 7s. 6d	20 Ruby, £6 3s. 9d.	

*** SHARES SOLD FOR FORWARD DELIVERY (ONE, TWO, OR THREE MONTHS) ON DEPOSIT OF TWENTY PER CENT.
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	Indian Kingston.	Rhodes Reef.
Devala Moyar.	Indian Phœnix.	South-East Wynaad.
Devala Central.	Indian Trevelyan.	South Indian Gold.
Great Southern Mysore.	Mysore.	Tambracherry.
Indian Glenrock.	Ooregum.	Wynaad Perseverance.

At CLOSE MARKET PRICES, free of commission.
*** Reliable information given on any of the above. A daily price list issued giving closing quotations. SPECIAL BUSINESS in Frontino and Bolivia Potosi, Ruby, Nouveau Monde, and Richmond.
*** SHARES IN THE ABOVE INDIAN OR OTHER GOLD AND SILVER MINES SOLD FOR FORWARD DELIVERY ONE, TWO, OR THREE MONTHS ON DEPOSIT OF TWENTY PER CENT.
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Accounts opened for the Fortnightly Settlement
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70 Almada, 6s. 3d.	15 Great Holway, £5¼.	50 South Crebor,
25 Bedford United, 35s.	150 Glenroy, 10s. 6d.	50 Tamar,
50 Birdseye Creek.	25 Hingston Down, 25s.	50 Tin Hill,
2 Carn Brea.	75 Indian Glenrock, 31s	60 Tankerville, 10s.
3 Cape Copper. £45¼.	20 Killifreth, £1¾.	10 Van, £9¾.
100 Carnarvon, 20s. 3d.	100 La Plata, 27s.	25 West Polbreen, 28s.
40 Coplapo. £3 2s. 6d.	15 Mellanear.	50 West Phœnix,
50 Colorado, £2 13s. 9d.	70 Nouv. Monde, 16s.	10 West Kitty,
1 Dolcoath,	50 New Trumpet.	40 West Goldolphin,
60 Devon Friendship, 19s	25 New Kitty. £2 8s. 9d.	£2¼.
10 Devon Consols, £8.	20 Plumas Eureka,	100 Wheal Jewell. 9s. 6d.
50 Devala-Moyar, 27s. 6d	100 Port Phillip, 6s.	5 Wheal Agar.
100 Don Pedro, 10s. 6d.	75 Pen-yr-Orsedd, 22s. 6	50 Wheal Boys, 43s. 6d.
40 East Caradon, 12s.	40 Prince of Wales.	10 Wh Grenville, £11¾.
35 East Van. 22s.	70 Potosi, 15s.	30 Wheal Jane, 17s. 6d.
50 Eberhardt, 13s. 9d.	15 Richmond, £15 8s. 9d	50 W. Devon Consols.
50 Frontino, £3 5s.	25 Ruby, £6 3s. 9d.	50 West Crebor.
100 Goodevere, 23s.	100 Rhodes Reef, 17s.	

SPECIAL BUSINESS, at close prices, in the SHARES of all the principal HOME and FOREIGN MINES.
Mr. BUMPUS devotes special attention to these Securities, and is in a position to afford reliable information and advice to intending investors and others.

The position of the TIN market is steadily improving, and, in all probability, there will be a further considerable advance in the price of this metal before the end of the year.
Shares in SOUND TIN MINES should, therefore, be bought at present prices, as many of them are likely to have an early and substantial rise. Those who have followed my advice during the past few months can now realise good profits, and there is still every prospect that higher prices will be reached before long.
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200 Chontales.	50 Indian Trevelyan.	40 South Indian.
100 Carnarvon.	75 Javali.	50 Polrose.
2 Carn Brea.	50 Kit Hill.	50 South Devon.
50 Derwent.	40 Killifreth.	75 Santa Cruz.
75 Don Pedro.	60 Kapanga.	45 South Darren.
3 Dolcoath.	20 Lead Hills.	5 Tincroft.
100 Eberhardt.	50 Lady Ashburton,	100 Tambracherry.
100 East Blue Hill.	10 Minera.	20 West Kitty.
60 East Roman Gravels.	50 New Kitty.	50 West Caradon.
10 Frongoch.	40 New Peevor.	80 West Polbreen
25 Gawton.	50 Okel Tor.	10 Wheal Agar.
60 Glenroy.	100 Pandora.	20 Wheal Coates.
100 Gold Coast.	150 Potosi.	100 Wheal Jewell.

SPECIAL BUSINESS in West Polbreen, Wheal Agar, West Kitty, Penhalls, New Kitty, East Blue Hills, West Poldice, East Pool, and Dolcoath.

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ARENDAL COPPER. The mines (which comprise two good properties, SKYTMUR and BOILSTAD) are looking very well, particularly in the deeper levels. In a new shaft lately begun there is a lode valued at 1½ to 2 tons of copper ore per fathom. More stopes will soon be worked, and the returns (now about 400 tons per month) will be considerably increased. Shares are a very promising investment at £2 12s. 6d. to £2 17s. 6d.

BRATSBERG COPPER. Five BARROW ROCK DRILLS and other necessary machinery to greatly increase the returns and profits already being made are ordered. The mines have much improved lately, the ore ground opened being valued at exceeding £250,000. From a circular just issued half the cash purchase has been paid, the rest not being yet due. The advance in copper (likely to continue) will much increase the value of this and the Arendal properties. Shares are £2 fully paid.

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20 Bodidris.	250 Herodsfoot, offer wtd.	25 Union Trust, £6½.
100 Canada Gold, 12s 6d	200 Javali.	20 Organos Gold.
150 Devon Friendship, 20s	70 Kit Hill.	40 Greys Brewery.
	150 Wheal Jane, 7s. 3d.	

Special business in the following:—

30 Mona.	40 St. Harmon, 3s. 6d.	Frongoch, £3¼.
60 Grogwinion, 29s. 6d.	20 Ystwith, 15s.	

Buyers of Tamar, Grenville, Carn Camborne, and Bedford United shares.

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25 Birdseye Creek, £1 16 3	25 Indian Trevel., £1.	20 Ruby, £6¼.
100 Brazilian Gold, 18s. 9	100 Kapanga, 7s. 6d.	20 South Devon, £1 11s 3
20 Carn Camborne.	50 Kit Hill, 17s.	30 So. Indian, £1 12s. 6d
40 Carnarvon, 19s.	50 La Plata, £1 8s. 9d.	20 Southwark and Deptford Tram., £9¼.
100 Chontales, 2s.	25 Marke Valley, 27s. 6d.	
50 Devala Moyar, £1¾.	15 New Peevor, 11s.	25 Tamar Silver-Lead.
40 Dev. Friendship, 21s 3	60 Nouveau Monde, 18s 9	40 Tankerville, 11s. 6d.
50 Don Pedro Gold, 11s 6	50 N. Trumpet Con.	30 Tambracherry, £1 8 9
20 Emma, £3½.	25 No. Herodsfoot, 11s. 6	50 Tin Hill, 20s.
50 English-Austra., 20s.	50 Potosi, 18s. 9d.	40 Van Consols & Glyn
100 Exchequer, 2s. 6d.	60 Prince of Wales. 16s. 3	United, 5s. 6d.
20 East Caradon.	40 Pandora, 16s.	90 West Crebor, 10s.
100 French Date Coffee, (15s. paid), 8s. 6d.	75 Pestarena, 7s. 3d.	50 West Llisburne, 25s.
40 Indian Glen., £1 14s	25 Parys Corpora., 16s 3d	30 West Polbreen, £1¼.
	40 Rhodes Reef, 7s. 6d.	25 Wheal Jane, 17s. 6d.

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145 Bodidris, 8s. 6d.	90 Grogwinion.	150 Okel Tor.
20 Carn Camborne, £2 7 6	30 Gt. Polgooth United, £1 paid, 15s.	150 Parka Mines (offer).
50 Devon Friendship, 18s. 9d.	180 Hungarian, 16s.	4 Roman Gravels, £10¾
100 Drake Walls, £1 paid.	60 Hoover Hill, £1 paid, 19s.	100 Santa Cruz, 13s. 6d.
15 Devon Great Consols, £8¾.	30 Indian Queen, offer.	130 Sortridge Con., 18s
50 Devon Great United, £1 5s. paid.	150 Indian Kingston.	55 South Wheal Crebor, £1 paid, 8s. 6d.
100 East Devon.	160 Kit Hill.	65 Tankerville, 10s. 3d.
310 East Rose, 7s. 6d. paid (offer)	110 Mysore Reefs, £1 paid, 10s.	50 Tamar Sil.-lead, £1 4s.
80 Frongoch.	140 Mounts Bay, 5s.	300 Wala Wynaad, £1 pd., 6s. 6d.
100 Gover Consols.	(7s. 6d. paid.)	50 West Devon.
	260 New Wye Valley.	65 Ystwith, 15s.

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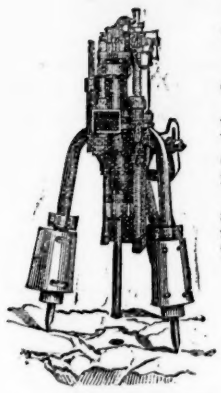

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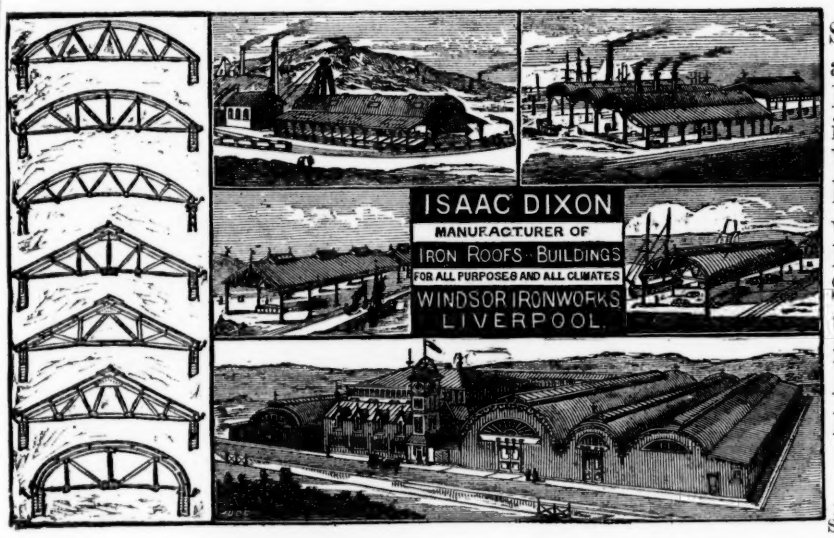

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HOW TO CHEAPLY PREVENT ACCIDENTS UPON BREAKING INTO OLD WORKINGS—No. 1.

1.—Such accidents as that at Tynewydd, &c., arise from frequent bursts of water and gases into coal workings when unknowingly connected with older ones in the same or different vertical planes, and are mainly caused by unknown boundary faults or misleading data. Anyway Pelsall, Whetley Hill, Tynewydd, Kilkeevan, and Lillydale, have occurred amongst others mostly since, and far too much despite all the provisions of the Coal Mines Act of 1872, and the best of common practices being used to prevent them. Which practices are only going similarly on again, and will, therefore, surely sacrifice both life, limb, and property again to no purpose sooner or later, besides now involving such serious lawsuits between mineowners and workmen as cannot fail to bring heavy costs and liabilities on to both them and their managers. Researches, however, into these particular matters long ago impressed us with the conviction that their difficulties were needless. It, therefore, is intended to shortly examine them here, so that all concerned may practically see them to be so; and how to oftener avoid both them and their ensuing losses at less cost than is too often paid now, provided only that gross carelessness is avoided hereafter, for which, of course, the Mines Act already enforces its heaviest penalties.

2.—Any general prevention of these accidents obviously requires a competent use and accurate knowledge of all data mainly relating to any of our mines. Under part 1, section 26, the above Act, therefore, rightly enacts already that certified or competent managers must bear the responsibilities of nearly all such operations. Its sections 42 and 47 also enact that accurate plans must be kept of all collieries on a scale not less than two chains per inch showing all their workings, which along with a section of the seams and strata sunk through must be publicly or safely deposited after any mine is closed. Again, all places likely to contain accumulations of water must be approached by workings only 8 ft. wide or under, which have sufficient front and flank boreholes kept in advance of them.

3.—But most of the before mentioned accidents occurred under these laws as well as with present special rules, still no prosecutions were generally enforced for them; in fact, none successfully followed their occurence at all, but in a few isolated cases, seeing that their plans were generally made by the means yet usually admitted to be accurate—by protractors and two chain scales. If, however, their plans were accurate at all, whence arises any of their inquests foremost official facts that their respective plans did not show their objects or workings at all as they were proved to exist. For it is always affirmed by all concerned in these cases that their plans misled them into such accidents, because these occurred at boundary points shown to be quite safe by such plans, and consequently where all concerned generally expected no such occurrences could happen at all. Some think these old plans were wrong, of course, and some others also think newer ones are much better even as a common rule, although they are too generally made in the self-same way as these old ones. Leaving this mixture of fact and assumption we all know well enough that all plans are drawn to such scales as enable any of their operations to be accurately read off them and then set out, for this alone distinguishes plans from small scale handy maps. All accurate plans, therefore, must practically be exact horizontal representations of all their objects up to the first small lineal unit unobservable upon their respective scales or nearly so. For then and when their scales are accurately used and the plans rightly made and surveyed only can any plans be either correct or accurate at all. Since it is generally shown at these inquests by all concerned in these accidents that their plans did not show their objects as these horizontally existed from 10 yards at one time up to about two chains at other times; therefore, all these show that such plans were not accurate at all, as, in fact, the operations that caused these accidents alone also too often and plainly proved even when carelessness was avoided. How comes any such horizontal inaccuracies then at all upon plans commonly believed to be and also already legally forced to be accurate; especially when still so, even if we assume all their survey operations correct? Because such are we fear too inherent to the planning practices often used yet in several of the highest mining offices as well as lots of other offices if not mostly in all. But passing by survey operations as correct doubtless goes by many points, yet altogether neglected in our mines, such as all distances being horizontal and taken only with standard chains, every angular and instrumental error, along with all periodical, local, or daily magnetic variations being observed and properly eliminated when or wherever they occur, as partly shown long ago in Vol. IV. of the Transactions of the Midland and other Institutes, such being easy enough but outside our limits here. Still even then other things far too often augment the limits of mining plan errors now, until they cause or oftener still accelerate these particular accidents, as already shown at their inquests. If all concerned knew this then surely most of them would not continue to neglect them daily, and perhaps if some knew them some sharp prosecutions might have arisen long ago. Whence it would appear nearly all are waiting such things for the better prevention of these accidents, which, in fact, everybody ought to have supplied themselves with them, but still do not, nor as yet somehow is it anybody elses regular business to do so at all for them, despite all our well-known advances in science, in technical education, and such like. Anyone, therefore, may well try now, although we, indeed, are told distinctly by some of the greatest mining authorities and representatives that all that can possibly be done is done as to such things already.

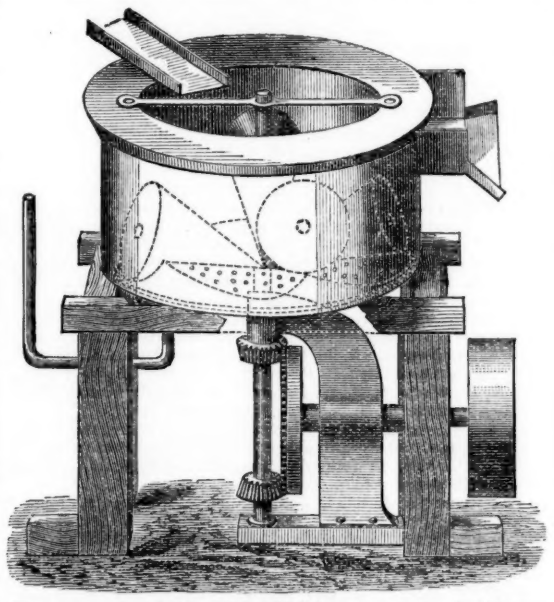
5.—But if so, first of all, what about the continuous and uneven contraction and expansion that occurs in all plans-paper, especially in large pieces of unseasoned planing paper. This surely is of prime importance in all mining plans, which of all others are especially made to protect life, limb, and property on the one hand, and to cheaply secure our national treasures on the other throughout lots of coming generations. Unless these things then are shown their effects slowly but regularly uproot the accuracy and value of all plans. Why then nearly all concerned neglect them altogether in depositing mining plans we cannot understand at all, especially when all plans can so easily and exactly show all their own contractions and expansions in every part of them quite unfailing whenever required. Thus where only their true solar meridians drawn carefully on to them at every ten chains due north and south, and similar lines laid on due east and west all in true alignment from end to end, and directly plotted with their own long standard scales. Then all expansions and contractions everywhere always sum themselves up to the difference between any of these lines, and ten chains upon any plans well divided standard scale. These constant lines also are accurate coordinate lines for plotting workings or bearings in due north and south or in due east and west directions, when they also eliminate all the errors incidental to protractors and parallel rulers; if all plans were regularly plotted along such lines that are only useless when not truly drawn in.

6.—Again, with any traverse or mathematical tables we can sum up any number of distances as well as resolve any number of bearings into one or two straight distances from any shaft or starting point along these lines, whereby we get any lot of underground bearings point by only once or twice laying down our long standard scales. Consequently, all errors then arising from the incapacity of all plans scales get reduced to unity, for their scales being only used then about once between their starting and boundary points, hence all scales errors are then only once incurred in planning any underground boundary points. This direct plotting always from end to end furthermore rightly sums up all estimations of detail links upon scales, as well as all odd and half links that are read in the mine at any bearings, which are individually unobservable altogether upon any two chain per inch scale or plan. This way of plotting and planning mining workings, therefore, rightly eliminates all difficulties or errors arising from any of these different matters. Instead of letting all such respective errors arise at every underground point or bearing, as successively laid on to plans by protractor and two chains scale from the start on to the end of any number of them now. For let the incapacity of a two chain scales divisions be what it may it is always unobservable as scales as generally used now, and, therefore, it along with all below its amount gets involved more or less at every point laid or plotted on to any such mining plans. These are inevitable to all scales use, hence only when scales are laid or used about once between any points, or all are co-ordinately plotted, can any mining points be accurately planned at all within the margin of their scales incapacity.

7.—Consequently, the yet far too common successive protracting of bearings and scaling their distances on to plans from the shaft on around all the underground boundaries, and may be back often reading odd and half-links and such like, which are then somehow thought to be plotted, although unobservable upon our plans at all, from first to last simply neglects both of these at every point or step, instead of eliminating them altogether from end to end of mining plans. If our scales incapacity be x, then, besides such odd links and their estimation, apart from protractors, dial verniers, and office rulers, shortcomings, we clearly amongst 100 bearings let the scales incapacity itself accumulate to anything from x up to 100. x. The very way we yet commonly plan our underground workings can do this altogether unseen, and does so, therefore, despite us but too often. Because this amount is regularly made up by amounts then altogether unobservable upon our scale, it only differs as to the value of x according to the scale itself, and so, in short, inherently exists always in such cases, more or less, except in some occasional points where its + errors may about compensate its − ones when an apparent agreement occurs. But repeating any such common operations to find these things at all is useless, for they are individually quite unobservable, hence until we actually or else mathematically eliminate them, as shown in paragraph six, we plainly enough can neither find nor see such errors at all. Much less then can anyone eliminate or amply avoid them all as our mining plans are usually made now.

8.—Nearly all thus using the two chain scale, it may be asked how many inches x is or its incapacity is when measured along the ground. There from all also using scales whose detail divisions equal about 1-100th part of an inch for any important detail plan it will be seen that nobody can really read any less division as scale are now used, for this limit, in fact, completely covers the finest point made upon mining plans. Every inch upon any scale of two chains per inch, of course, represents $66 \times 12 \times 2 = 100 \times 7{\cdot}92 \times 2 = 1584$ in. really upon the ground; therefore, all objects upon any such plans or scales are 1-1584th of their real horizontal size when accurately shown; and so on too for any similar unit whatever, measured upon these plans and on the ground horizontally between their respective object. Thus an inch on such a scale or plan measures 1584 in., 1 yard, 1584 yards, and 1 metre, 1584 metres respectively, upon the ground. The actual limits of our observation upon scales as now used being about 1-100th part of an inch, this consequently upon any two chain per square inch is $1584 \div 100 = 15{\cdot}84$ in. $= 2$ links, and upon any one chain scale it is $792 \div 100 = 7{\cdot}92$ in. or 1 link and so on. All below about 2 links is, therefore, inherently unobservable, and so is inevitably involved in any use of a tin chain scale, more or less + or −. Any odd links then are unobservable enough upon our mining scale, so that to successively or indiscriminately lay off by any two chain per inch scale, first 186½, then 163, next 191½, and last 157 links from any starting point direct to their exact last point b is accurately impossible, because neither odd nor half-links are discernable upon it, hence the scales natural incapacity itself prevents this being regularly done as scales are now read. Instead of point b we got by the above $b + 4\ x = b + 8$ links nearly, or, in fact, anything between b itself, and 8 links either side of it, just as such unseen errors are all + or − or are partly both, and so on as we now far too commonly plot all our underground workings.

GOLD EXTRACTION MACHINERY FOR NEW COUNTRIES.



The more recent information which has come to hand with regard to the gold deposits of India is decidedly more encouraging, but at the same time demonstrates that the present system of carrying on the works leaves much to desire, and that in some cases those entrusted with the superintendence of the gold extraction should be more speedily replaced than even the antiquated apparatus which they have been employing. It will be fresh in the recollection of many investors that the celebrated or execrable telegram which was taken advantage of by some behind the scenes to sell at high prices, but which so nearly ruined many *bona fide* capitalists, that Indian gold mine shares have never been fully restored to public favour, announced that the Indian gold mines ore yielded 4 ozs. of gold to the ton, and even when this was partially elucidated it was believed that Mr. Severn had declared that he had obtained 4 ozs. of gold from 1 ton of stuff, and 2 ozs. from 19 tons more, and shareholders to some extent consoled themselves with the supposition that even 6 ozs. of gold from 20 tons would leave at least some profit. It now turns out that it was but 6 ozs. of amalgam, and not 6 ozs. of gold, that Mr. Severn obtained from the 20 tons, so that more than one holder has stated that what Mr. Severn has proved is that the Indian gold reefs are not worth working at all. This conclusion would perhaps have been indisputable had it been supported by evidence that Mr. Severn is really master of the business he has undertaken, that the telegrams were sent upon his own initiative, and not for share dealing purposes, and that he had proper machinery for extracting the gold, assuming it to exist. As to the machinery in use in the Wynaad, there can be no doubt that it is most inadequate, and that almost worthless machinery in incompetent hands has seriously prejudiced Indian gold mining in the eyes of British capitalists, and led many to sacrifice property which it would well have repaid them to retain.

Hitherto it has, unfortunately, happened that gold extracting machinery has usually been difficult to transport, and always difficult to get to work and keep going; and it is to remove these obstacles that Mr. J. M. Stuart, of Queen Victoria-street, devised the machinery referred to in the *Mining Journal* a fortnight since, and now illustrated above. By reference to the engraving the details of the invention will be readily understood. In carrying out the invention the apparatus is formed of an outer case, within which is supported a false bottom, formed, by preference, of chilled steel, and affixed to a revolving axis supported in suitable bearings. Around the axis is also supplied another—a hollow axis with arms forming axes, which are inclined to receive a series of conical rollers. These conical rollers are of such number and size that the surface of each is capable of acting with those adjoining, whilst their surfaces, which for the time are lowest, rest on the plate or false bottom. The axis carrying the false bottom and that surrounding it, and carrying the conical rollers, have pinions applied to them, the teeth of which are taken into by the teeth of another wheel, by which, or by other suitable means, the two main axes are caused to revolve in opposite directions. The ore to be operated upon as fed into the apparatus falls upon the conical rollers, and becomes crushed by the action thereon of the surfaces of these rollers, and thence it is further crushed by the action thereon between the lower surfaces of these conical rollers and the surface of the revolving plate. The outer ends of the conical rollers are also formed to operate with the side of the outer case in aid of the crushing process. To aid the action of the surfaces, water is supplied to the ore through the bottom of the case, and allowed to flow out at the upper part thereof. Attached to the outer shaft are several pieces of steel or other material, or rollers, which guide the ore between the main rollers and help to grind the ore. By the application of small quantities of mercury at intervals amalgam is formed, and may be extracted by suitable openings at the bottom, whilst the finely-crushed ore is washed over at the top through suitable gratings.

COMPETITIVE TEST OF ROCK DRILLS.

An interesting trial of rock-drills was made at the Cardiff Exhibition, on Sept. 24, before Mr. Gooch, Mr. W. Galloway, M.E., and Mr. Robert Hooper, as representatives of the machinery committee, and Messrs. Hood, Southern, Vyvyan, Beith, and other mining engineers. Trials were made with the Normanday Rock-Drill and Air-Compressor, exhibited by Messrs. Normandy, Stillwell, and Co., of London; the Eclipse Rock-Drill and Reliance Air-Compressor, exhibited by Messrs. Hawthorn and Co., of London; and the Beaumont Rock-Drill, which was worked by a Sturgeon's Improved Trunk Air-Compressor, exhibited by Messrs. Thwaites Brothers, Bradford. The trials were all made on a block of Cornish granite, and with the following results:—

Normandy perforated		10½	in. deep in	2	min.	25 secs.
Eclipse	,,	10½	in. ,,	2	,,	25 ,,
Beaumont	,,	7½	in. ,,	2	,,	30 ,,

The Beaumont drill was obliged to be stopped at 7½ in. deep because of some failure in the mechanism. The Normandy drill and compressor, which, therefore, gave the best results, have also the advantage of being less than half the price, and their superiority appears to be due to the great simplicity of their construction, which differs considerably from all other similar machines, in that they are both valveless, and consequently they can be efficiently worked at a quicker speed than usual, without fear of the evils always resulting from the use of valves, especially at high speed. These machines have won two gold medals at the recent Melbourne Exhibition, as their simplicity has brought them into great favour in Australia, where, as is well known, any attention or repairs requiring skilled labour is excessively expensive. The Normandy rock drills are stated to strike about 800 blows per minute, but at the trial the speed was too great to be counted in the usual way, and no doubt this great speed was due to the absence of all valves, and to their only having one moving part—the piston. The Normandy compressor was fully described in the *Mining Journal* in May, 1879, and has since been extensively introduced.

ELECTRIC AND GAS COMPETITION.

The competitive test at Aberdeen of Swan's system of electric lighting against Bray's system of gas lighting appears to have been decidedly favourable to the latter, whether considered with regard to economy or illuminating efficiency. It was but too evident that by the Swan system the maintenance of a uniform light for even 15 minutes consecutively was altogether out of the question—a result which certainly will not surprise anyone acquainted with the principle of the Maxim, Swan, Edison, and Lane-Fox lamps, and the mode of generating electricity for illuminating purposes. The Swan lamps were not photometrically tested, so that when it is recollected that the Werdermann lamps, which were declared to yield 20 candle-power each, proved upon actual testing to yield 8½ candle-power only, it is not improbable that the Swan light may have been over-estimated in the same way—even the well trained eye in this respect being very unreliable. It is truly remarked that the task of maintaining a current of equal intensity over a period of 15 minutes is by no means one easy of accomplishment, and it will be also clear that the candle-power of any given lamp may increase or decrease, within certain limits, with the speed at which the steam-engine is driven. Each of the Swan lamps is represented to be of 20 candle-power, although no data is given as to the motive power necessary to secure this light beyond the statement that 10 lamps require one horse-power. There were ten bunches of seven lamps upon the current, and according to the calculations of the Swan Company seven horse-power ought to have been sufficient to have kept the carbons in such a state of incandescence as to give 20 candles for each lamp. During the 15 minutes that the electric light held possession of the hall it was at one time more brilliant and at another time less brilliant than gas, and the power which was developed in keeping up the light was variously stated from 17 horse (without making any allowance for the cut off) to 8 horse. The average observations by equally competent engineers gave 147 revolutions and 40 lbs. pressure of steam, but the differences were so wide that it was considered better to take an indicator diagram, and when this was done an average of 12·7 horse-power was shown.

In the trial of the gas burners invented by Mr. Bray, of Leeds, it was arranged that two of his burners, which are each represented to give a light equal to 140 candles, should illuminate the hall for 15 minutes, and that the quality of light should be calculated from the number of cubic feet consumed. About four o'clock in the afternoon business was commenced, all the lights connected with the various stalls were extinguished, and two of Bray's burners were allowed to do all the lighting. This they did admirably during the fifteen minutes that they were permitted to burn. They consumed about 47 cubic feet, and gave a light equal to 281 candles. As near as may be this light would cost about 2d. per hour for the two burners. Taking Swan's lamp at its best it was admittedly superior to gas, but the periods of superiority were very brief, and the gas was generally considered softer and more agreeable to the eye. The greatest aggregate illuminating power claimed for the 14 Swan electric lights was 357 candles, obtained at a cost of 12¾ horse-power per hour, against 280 candle-power obtained by Bray's two burners at a cost of 2d. the two; hence the relative cost of the two systems for an equal quantity of light for an hour would be about 2s. 1½d. by Swan's, and 2½d. by Bray's light; so that it is obvious that much greater progress must be made with electric illumination on the incandescent system before it can replace gas.

QUICKSILVER.—The Quicksilver (New Almaden) Mining Company, San Francisco (Aug. 31) writes:—The production for August was Guadalupe Mine, 250 flasks; New Idria, 209; Redington, 140; Great Eastern, 67; Sulphur Bank, 1118; Napa Con., 490; Cloverdale, 32; Aitoona, 83; Great Western, 563; New Almaden, 2269: total, 5412 flasks. Price Sept. 8, 37 cents. per lb.

TECHNICAL VOCABULARY.—In the several notices of the technica vocabularies, compiled by Dr. F. J. Wershoven, of Brieg, which have from time to time been published in the *Mining Journal*, it has been mentioned that their great superiority as compared with all other works of the same class consists in their giving each technical word not in the crude form in which it is usually met with but with the context. The English-French Vocabulary of the series just issued by Messrs. Hachette and Co., of King William-street, Strand, and Paris, is in every respect equal to its companion volumes for completeness and accuracy, and is further enriched by two excellent indexes—English and French—so that any particular word in either language can be instantly turned to. Dr. Wershoven has unquestionably conferred a great service upon the scientists and industrials of both countries, and it is to be hoped that his very cheap little volume will have a wide circulation, which it well deserves.

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OFFICES—3, COPTHALL BUILDINGS, E.C.

PROSPECTUS.

This company has been formed to acquire, in perpetuity, and develope the rights in the petroleum, asphalte, bitumen, &c., deposits, over about 3000 acres of land in Sehnde, near the city of Hanover. Various borings on the property have been made, and abundant supplies of oil of unusual excellence have been tapped at very shallow depths. Very large returns are confidently anticipated, not only from working the deposits, but also from the re-sale of portions of the property after development, as this company, being one of the first in the field, has been able to secure the rights over so large an acreage at the very low rate of about £13 per acre. At Oelheim, which is situated about 9 English miles from Sehnde, intense excitement prevails. Within one year a town has sprung into existence there. Already a Berlin company exists, with a capital of £250,000, and a Bremen company with a £60,000; a Hamburgh Syndicate is also in the field. Petroleum rights, the directors are informed, in that district command £250 per acre, and it is hoped that the property of this company, when developed, may realise at least as good a price.

The railway passes through the property, which extends over three villages (Ummeln, Bolzum, and Wehmingen). At Sehnde there is a station, so that the distribution of the oil can be readily effected.

The directors intend, where practicable, to retain a founders' share (giving an interest in future results) in all property sold to sub-companies, and from this source a large and permanent income is expected; or, should this become difficult, a royalty on all oil produced beyond a certain amount will be exacted.

The work of development is very simple, and not a costly process. It consists in boring a well from 50 to 250 ft. At Oelheim one such boring gave, with imperfect machinery, 300 barrels per day. There is an unlimited demand for petroleum in Germany.

The company pay a rental of 160 marks (say £8) per "morgen" (about an acre and one-third) per annum to the freeholder directly active operations have been commenced. Three months' notice of discontinuance must be given. Trial must be made upon the lands conceded within five years, or a fine of 1500 marks paid for renewal of another period of five years, being 500 marks per village of three villages, forming the entire concessions of the company. One mark is about equal to our shilling. Where no trials have been made in 15 years the concessions are lost.

Reports from Herr Schmidt, Herr J. Kampfhenkel, and Dr. A. Faulbaum, director of refinery at Peine, describe the Sehnde oil as of great purity, and can be seen at the offices of the Association.

Herr Kleissen, the first discoverer at Oelheim of petroleum, has consented to act as honorary consulting engineer.

The only agreement entered into is dated 20th day of September, 1881, and made between Joseph Pearless of the one part, and Thomas Matthews on behalf of the company of the other part, for the purchase of the said property and rights. The Articles of Association and the above-named agreement can be seen at the offices of the company. The Memorandum of Association is printed herewith.

The consideration money has been fixed at £40,000, about £13 per acre, payable as follows:—£20,000 in cash and £20,000 in fully paid shares.

Applications for shares may be made on the annexed form. If no allotment is made the deposit will be returned in full.

Shareholders incur no liability beyond the amount of their shares. Scrip certificates to the bearer will be issued at the option of the holder.

It is intended to apply to the Stock Exchange Committee for a quotation and settlement.

Prospectuses and Forms of Application for shares can be obtained of the Bankers, Solicitors, Broker, and at the Office of the Company, 3 Copthall Buildings, Bank, E.C.

Registration of New Companies.

The following joint-stock companies have been duly registered:—

Llangollen Lime and Fluxing Stone Company (Limited).—Capital 3500*l.*, in shares of 10*l.* To acquire and carry on a business situate at Trevor in the parish of Llangollen, Denbigh, with the plant, machinery, stock effects, &c. The working of deposits of lime, fluxing, or other stone, ironstone and minerals, anywhere in the United Kingdom or elsewhere. The subscribers are—A. Wragge, Dulwich, 40; J. Roberts, Chester, 50; E. C. Bell, Shrewsbury, 50; C. H. Potts, Chester, 50; J. Brandt, Shrewsbury, 50; W. Jones, Wolverhampton. 50; G. E. Wragge, West Dulwich, 10.

The National Provincial Supply Association (Limited).—Capital 1,000,000*l.*, in shares of 1*l.* To carry on the business of a co-operative society. The subscribers are—R. Wright, Manchester, 25; J. Taylor, Manchester, 50; W. F. Can, Manchester, 25; J. Dale, Manchester, 25; C. C. Waterford, Manchester, 50; N. H. Cadman, Manchester, 200; T. S. Baker, Urmston, 25; W. Welman, Junior Naval and Military Club, 500; J. L. Vivian, 3, Pall Mall, 50; E. Pierrepont, 32, Conduit-street, 50; W. H. Beaumont, 32, Conduit-street, 50; J. G. Glen, Southend, 50.

The Willows Wire Works Company (Limited).—Capital 12,000*l.*, in shares of 50*l.* The manufacture and sale of iron and steel goods of all descriptions. The subscribers (who take one share each) are—D. Williams, Taff Vale Brewery; T. Davies, Merthyr Tydvil; D. Owen, Merthyr Tydvil; J. Owen, Taff Vale House; W. Owen, Taff Vale House; T. Owen, Derby; R. T. Griffiths, Merthyr Tydvil.

The Royalton Tin Mine Company (Limited).—Capital 15,000*l.*, in shares of 1*l.* To purchase or otherwise acquire and work mines, minerals, and mining rights, lands, hereditaments, easements, privileges, chattels and premises, in England and elsewhere, and particularly the mining set known as the Royalton Tin Mine, situated in the parish of Saint Columb Major, Cornwall, to work and develope any or all the properties of the company, and generally to carry on the business of mining in all branches. The subscribers (who take one share each) are—J. James, Saint Columb, butcher; T. Crapp, Saint Columb, accountant; C. Hawke, Saint Columb, merchant; T. H. Harwood, Newquay, accountant; J. A. Clarke, Newquay, harbour master; W. H. Cobeldick, Saint Columb, draper; W. W. Howard, Saint Columb, auctioneer.

The Schnde (Hanover) Petroleum Association (Limited).—Capital 60,000*l.*, in shares of 1*l.* To acquire from time to time concessions, grants, and leases of properties containing petroleum, asphalte, bitumen, or mineral oils for the purposes of the company's business. The subscribers (who take one share each) are—M. Aston, 3, Copthall-buildings; C. J. Ruston, Horley; C. H. Threlwall, Penge; S. Pixley, 27, Old Broad-street; F. Kearsey, 35, Old Jewry; A. Holtz, 39, Seaham Gardens; H. Alcock, 8, Draper's Gardens.

London and Provincial Electric Gas Lighting Company (Limited).—Capital 22,000*l.*, in shares of 1*l.* To acquire a license for the manufacture and sale of a patented lamp and apparatus called the Firefly. The subscribers (who take one share each) are—W. W. Strode, 48, Osnaburgh-street; E. P. Williams, 48, Osnaburgh-street; B. P. Bidden, 9, New Broad-street; P. D. Roddey, Westminster Palace Hotel; E. J. Reed, Broadway-chambers; J. Leigh, Alderley Edge; C. L. Clarke, Manchester.

West Farleigh Mills Company (Limited).—Capital 60,000*l.*, in shares of 20*l.* To acquire by purchase, or otherwise, certain oil mills, and continuing the business attached thereto. The subscribers are—R. Leigh, Maidstone, 1921; T. S. Parry, Margaretting, 50; A. Pawsey, Maidstone, 25; E. H. Key, Maidstone, 25; E. H. Key, Maidstone, 1; F. G. Dawson, Maidstone, 1; J. Harris, Wateringbury, 1; T. Jolliffe, Maidstone, 1.

Scientific Publishing Company (Limited).—Capital 10,000*l.*, in shares of 5*l.* To carry on the business of a publishing and printing concern in all its respective branches. The subscribers (who take one share each) are—H. C. Bevis, 8, St. Martin's-place; E. W. Mountford, Wandsworth; W. H. Birchall, 3A, Savoy-street; M. Josephs, 11, Buckingham-street; H. C. Millett, Durham; T. Warren, 22, Buckingham-street; W. A. Loveridge, 21, John-street.

The City of Glasgow Tramways Company (Limited.)—Capital 16,000*l.* in shares of 10*l.* To construct, lay down, maintain, and work tramways in and near said city. The subscribers who take 10 shares each) are—W. Butler, Clifton; T. Davey, Bristol; C. H. Low, Clifton; W. H. Gardner, Bristol; H. S. Wasbrough, Bristol; J. Kinnaird, 86, St. James's-street; G. White, Bristol.

The "Turner" Gas Engine Company (Limited).—Capital, 50,000*l.*, in shares of 1*l.* To purchase the St. Albans Ironworks, and continue the business attached thereto. The subscribers (who take one share each) are—J. A. Bayley, 120, Cannon-street; E. H. Bayley, 42, Newington Causeway; H. Moore, 5, Clapham-road; W. Theobald, 23, St. Swithin's-lane; R. W. Hanbury, Ham Hall; F. B. Maddison, 123, Harley-street; J. G. Paterson, 70A, Aldermanbury.

The Star-Bowkett and General Insurance Company (Limited).—Capital 100,000*l.*, in shares of 1*l.* To carry on the business of a fire insurance and general guarantee company in all branches. The subscribers (who take 100 shares each) are—R. B. Starr, 66, Coleman-street; A. J. Read, Tottenham; T. Moreton, Temple; W. J. Godden, 4, Queen-street-place; G. W. Lock, 13, Chapel-street; E. G. Wicks, 30, Sandwich-street; A. T. Carter, Upminster.

Coed Mawr Pool and Fridd Lead Mining Company (Limited).—Capital, 50,000*l.*, in shares of 1*l.* To require any mineral properties or interests therein, and to carry on mining operations and the businesses of mining and smelting, and of mining merchants in all branches. To obtain possession, as agreed upon, of the leases of two mineral grounds situate in the parish of Betts-y-Coed, township of Gwyrdyr, Carnarvonshire, also the Fridd mines, together with all erections and buildings, workmen's cottages, machinery, plant, &c., for the purpose of fully developing the foregoing properties. The subscribers (who take one share each) are—J. Denton, Leeds, merchant; J. Ross, Aberdeen, retired major; W. Keith, jun., Aberdeen, merchant; W. B. Casson, 77, Highbury-hill, wholesale tea dealer; H. E. Taylor, 86, London Wall, M.E.; W. Bayls, Brighton, M.D.; H. C. Wood, 6, Milner-square, clerk.

The Hastings and County Financial Agency Company (Limited).—Capital, 50,000, in shares of 10*l.* To carry on a local financial agency business in all branches. The subscribers are—W. Hubbard, Hastings, 75; H. Cousins, Hastings, 75; C. L. Hubbard, Hastings, 1; H. Lodge, Hastings, 75; E. Cousins, Hastings, 1; C. Lodge, Hastings, 1; C. Chambers, Hastings, 1.

Safety Blasting Powder Company (Limited). — Capital, 150,000*l.*, in shares of 1*l.* To manufacture and deal in all appliances having reference to blasting powder, gunpowder, and other explosiues. The subscribers (who take one share each) are—H. Pemberton, 6, John-street; J. W. Gambier, 2, Albion-street; C. N. Hoare, 8, Bolton-street; H. P. Harris, Fleet; E. Keate, Shoeburyness; J. S. Hooper, 31, Gloster Gardens; W. Molsworth St. Aubyn, Temple.

The Guayana Company (Limited).—Capital 1,000,000*l.*, in shares of 20*l.* To transact the business of a mercantile, agricultural, commercial, land mortgage, and banking establishment. The subscribers (who take one share each) are: H. T. Campbell, 4, Cullum-street; C. H. Nicholson, Brighton; T. D. Webb, 18, Victoria-square; T. Davies, 4, Granville-square; A. G. Moore, Langstone; J. Gregory, Blackwater; E. Cavallier, Clapham Common.

The London and Beufleet Brick Company (Limited).—Capital 40,000*l.*, in shares of 5*l.* To carry on the business of brickmakers, tile, and terra-cotta makers, cement, limestone, lime, and brick merchants, &c. The subscribers are: W. A. Gregory, Brighton, 400; H. W. Gidders, Stratford, 40; H. G. Ashurst, 9, Fenchurch-street, 40; A. W. Fletcher, Beufleet, 40; M. T. Saunders, Sydenham, 1; H. W. Trinder, 14, St. Helen's Place, 1; H, Saunders, 53, Cannon-street, 1.

The Worksop and Retford Brewery Company (Limited).—Capital 150,000*l.*, in shares of 25*l.* To carry on the business of a wine and spirit merchant and brewer in all branches. The subscribers (who take one share each) are—J. Garside, Worksop; R. W. Smith, Chertsey; W. Allen, Worksop; S. Smith, Holtwood; J. Hollin, Worksop; J. Torr, Worksop; G. Watson, Worksop.

The Gartheiniog Slate Company (Limited).—Capital 30,000*l.* in shares of 5*l.* To acquire the lease of a certain slate quarry, together with all interests therein, also the machinery, stock, plant, utensils, and effects, for the purpose of prosecuting the business of quarry and mine proprietors, and to search for and win any slates, slabs, stone, marble, or other materials. The subscribers (who take five shares each) are—E. J. Newitt, Lambeth; H. Johnston, 42, Burlington-road; W. Barnes, Hampton-street; J. Jenkins, Aberystwith; J. Williams, Aberystwith; H. Thornton, jun., 28, Paternoster-square; A. Watts, 53, Carter-lane.

MARKET ECHOES AND MINING MATTERS.

The metal market continues steadily to improve. The statements we made in these columns some three weeks since, that the price of foreign tin was likely to reach 100*l.* by Christmas, is being rapidly borne out by the march of events, the quotation having now attained a point between 95*l.* and 96*l.* If the present rate of advance is maintained, the price by the end of the year will have considerably exceeded 100*l.*, and it is not at all unlikely that this will be the case. For, the statistical position of tin is all that can be desired. Stocks are steadily decreasing, whilst consumption is continually increasing. During the last twenty months, the world's stock has been reduced by nearly 8000 tons, or one-third the total quantity. The supplies from abroad are also decreasing, therefore, as one-third of the stock has been lost in twenty months by genuine consumption, and this consumption is continually augmenting, it can easily be seen how strong is the position of tin. As has lately been observed, if the statistical position were to rule the market, tin would even now be a long way above 100*l.*

The Killifreth meeting was a satisfactory one. The liabilities have been reduced to a small sum, and we are informed that everything has been charged up closely. The debit balance from 1368*l.* has been reduced to 407*l.*, which will be more than covered by the call of 1s. 6d. per share. A nice little profit has been made by the sale of the forfeited shares. The mine is certainly looking very well, although the lode in the bottom of the shaft, where it is 4 ft. wide, is not so rich as it was when the late discovery was made. It is now valued at 30*l.* per fathom. At about 5 fathoms below the 20, a junction took place, and this increased the value of the lode from 20*l.* to 60*l.*, according to the agents, although we heard even a higher value put upon it at the time. The shaft has been sunk 8 fathoms below the 20. The agents state that the prospects of the mine have "materially improved," and that "by further development they do not hesitate to say they have every reason to believe they will have a productive mine." The shares are quiet at 30s. to 35s.

Last week a question was asked in this Journal by a correspondent why Roman Gravels Mine, "finding and selling continually tons of lead, and paying dividends, has its shares about par only." If "Observer," the correspondent in question, had taken the trouble to turn to the Share List of the previous week he would never have made such a very unnecessary enquiry. Roman Gravels, with 7*l.* 10s. paid up, are quoted 11¼ to 11¾, which gives a *premium* of about 50 per cent. There has been a good and increasing demand for these shares this week.

The copper market keeps very steady, and the same can be said of lead. The iron market is extremely lively. So everything continues to betoken a very buoyant mining share market before long.

Indian gold mines have been neglected, and prices have fallen in consequence. Investors now want something beyond results obtained by the crushing of merely a few tons of quartz, and until definite information is received as to the yield in bulk, no general move in prices—at any rate no upward move—can be looked for. Whether the information when it does arrive will be such as to cause a rally, time alone can show, but several hitherto strong believers in profitable Indian gold mining appear to be getting rather anxious about their investments. We are afraid that many of the companies will find their capital inadequate to the solution of the problem—"Can Indian gold mining pay?" The Potosi telegram referred to last week has been explained as referring to the illness of the present manager, who is reported to be very ill from an attack of brain fever. An incomplete report only has been received from him, and as it contains some statements at variance with statements made in the report of Mr. Provis, published in the prospectus of the company, the directors announce that they have asked Mr. Provis for an explanation. The market is awaiting this explanation. Meanwhile the shares are quoted at about 15s.

A sudden rise has occurred in Emma shares, owing to the receipt of news announcing that the litigation about the new ground has been decided in favour of the Emma Company. A rise has also taken place in Ruby shares. It is stated that Mr. Rickard, of the Richmoud Company, will take the management of the mines at Eureka. Richmond shares are rather weaker.

A further decline has to be noted in Frontino and Bolivia shares. The advices just received show a continued and increasing expenditure on capital account,

whilst the profit is less. The opinion appears to be general upon the market that it is high time the Frontino Company closed its capital account.

JAMES H. CROFTS.

FOREIGN MINES.

ST. JOHN DEL REY.—Telegram from Morro Velho, dated Rio de Janeiro, Sept. 28: Produce nine days (second division of September), 6500 oits.=2518*l.*; yield, 4·2 oits. per ton.

RICHMOND CONSOLIDATED.—Cablegram from the mine at Eureka, Nevada:—"Week's run, $36,000, from 710 tons of ore. | Refinery, $40,000."—The unusual report from Mr. Rickard has not yet come to hand.

SCOTTISH-AUSTRALIAN.—Sydney, Aug. 13: The sales of coal from the Lambton Colliery during the month of July amounted to 11,058 tons.

KAPANGA GOLD.—Telegram from the company's manager in New Zealand: Cut Scottys lode, showing strong gold.

RED MOUNTAIN.—Telegram from the manager at Leadville:—Struck immense lodes; ore prospects exceedingly encouraging.

LA PLATA MINING AND SMELTING.—Statement for week from Aug. 23 to Sept. 4: Ore purchased, 614 tons; ore smelted, 727 tons; silver produced, 21,493 ozs.; lead produced, 132 tons; silver-lead bars consigned to refiners, 132 tons; value of consignments, $32,603; equal to 6793*l.*

PLACERVILLE.—T. Price, Sept. 7: Result of crushing during the month, 220 tons, amounting to as per memorandum, $1857·85.

LAST CHANCE.—Telegram received from the agent at Salt Lake: We have during last week run in Hooper Mine Tunnel No. 2, ore mixed through the vein in small bunches; supply scanty; cannot ship as directed; it will not pay a profit. In Opulent Mine we have seen in Tunnel No. 3 struck very rich ore, assaying 200 ozs. per ton silver: extent unknown. We have drifted easterly in Last Chance Mine, extracting small quantities of good ore; will write full particulars.

HOOVER HILL (GOLD).—The directors sent the following cablegram to Mr. Rumfry, their resident mining engineer, on the 26th instant: Is any part of 250 tons from Gallimore, or entirely from Dump; reply. To this the following reply was received yesterday, the 28th instant: Dump only.

Cablegram received from the mine at North Carolina, dated Sept. 26: Crushed 250 tons, producing 190 ozs. Dumps.

—Extracts from letter from resident engineer, dated Sept. 14, received 27:—I cabled you on the 5th, "mill running well," and continue it to do so until the 8th, when we were brought to a standstill for want of water. There is scarcely any water coming down the Uwharrie Creek at present, and the little that does flow is dammed back by mill owners, who let it off at uncertain times. We remained idle until Tuesday morning (yesterday, the 13th), when several hours of rain gave us a supply. This is the first drop of rain that has fallen for months past. Mr. Sawyer, the assayer, has arrived and is at work. The experience gained so far goes to prove that 70 per cent., if not more, of the gold is in the sulphate, and that the portion of free gold, minute as are the particles, are coated over with a film of sulphides that resist free amalgamation with quicksilver, and that we obtain very little of the gold contents either in the stamp battery or on the copper plates. I have, therefore, had to put two extra run of blanket flumes. We are going through a systematic series of assays from the mine downwards, and through the mill process, and I trust in a short time to send such details as will conclusively point where our gold is, and what is advisable to be done to get it out. In the meantime our blanket sand, containing these sulphurets and the gold must accumulate. There is no doubt but that roasting will become a necessity. The quantity of ore, and that so far from the old dumps only, passed through the stamps in consequence of so many stoppages, will not exceed 150 to 200 tons. As I have said, with the assistance of Mr. Sawyer, I am carefully completing a series of assays, which I hope shortly to forward. I have no change to notice in the mine. The contractor is making good progress with the erection of compressor and drills.

SOUTH INDIAN GOLD.—The manager (Aug. 31) reports: In No. 2 tunnel we are driving by the side of the lode; where last taken down it is fully 8 ft. wide, and looking well. We have commenced a winze in the bottom of this level to communicate with No. 9 for ventilation, and laying out ground for stoping. In No. 3 east the lode is very much disordered; the ground is favourable for driving. I intend driving a few yards further east then cross-cut north to prove what is standing in that direction. In No. 3 west we have a large and masterly lode, principally quartz, containing large quantities of pyrites. In No. 4 east, which is driving towards No. 3 west, we have a splendid looking lode for 6 ft. wide. In No. 4 west we are daily expecting to hole to the surface on the western side of the mountain. In No. 5 we have intersected No. 2 reef, and cut into it 2 feet, but the reef being very hard, and letting out much water, renders progress slow. The lode so far as seen is precisely the same character as in the level above—No. 6, showing beautiful pyrites. In No. 6 east the lode appears to be split, showing three distinct branches, but I am of opinion they will again form a junction in driving further east. In No. 6 west the part of the lode we are now driving in for 6 ft. wide is looking well. In No. 7 cross-cut the ground is still very hard, and progress slow. In No. 9, which is driving direct under the winze in No. 2, is now in 95 ft., and the ground favourable.—Bittusal: In No. 1 tunnel we have driven 195 ft., and intersected the reef; cut into it fully 6 ft., but not through yet; so far as seen it is all that can be desired for the production of the precious metal. No. 2 we have carefully secured for 40 ft. in length with good timber, and shall resume at once the driving of same.—The South Indian Tramroad: The road for a distance of 5770 ft.—to the bottom of the shoot—is now out of the contractors hands, and a gang of Coolies are engaged removing trees, rocks, &c., outside of the contractors work. The work on the incline has made very good progress. Sleepers for the permanent way of the entire line are now being cut.—Reduction Works: Very good progress is being made here, the excavation is finished with the exception of a little rock in the bottom, which is now being blasted out, and will be removed in another week, the remaining pillars of the building will be put up, and the foundations got out for the stamps. The buddles are being got ready, and the first made here are nearly completely erected. The site for them is ready. A sudden departure, however, of our people at labour to a feast causes us to be a little short handed.

INDIAN GLENROCK GOLD.—The manager (Aug. 31) writes: The reef on Glenrosa has been intersected by another costeaning trench put across its course, and proves after all to be the Yellumballay Reef, evidently slightly turned from its main direction, and following the sweep of the hill, which accounts for our missing it in the first trench. We have also got quartz in the trial shaft, which I am inclined to think is the reef, and No. 3 tunnel appears to be now on the course of the reef, which tends to prove my theory of the change of direction. This reef is a very masterly one, lying in bands, and about 15 ft. thick over all in the open cutting. I have picked stones out of it myself containing visible gold, but it was of rather poor quality, being highly alloyed with silver; nevertheless, it will I think be a paying lode, and when struck in depth should rich, as the old native miners went down a considerable distance on the underlie after stuff that must have repaid them well for their troublesome and dangerous work. I informed you in my last I had set Mr. Tom Coward on to clear up the hill at the back of Glenrock bungalow, the top and western slope of Chic Hadiabetta. I ordered a trench to be cut across an outcrop, and I think we have here proved another reef. Mr. Coward writes me this morning that he has obtained excellent prospects at both points of work being carried on, and he thinks the quartz is of a "good paying quality." As he was inclined to be sceptical I think this very encouraging. If this should turn out well there is every opportunity of making a good and cheaply-worked mine of this part of the property alone.

FRONTINO AND BOLIVIA.—The statement of profit and loss for the month ending July shows a profit of 878*l.* The cost of 4101*l.* 16s. includes a sum of 227*l.*, which has been spent on permanent improvements in the several mines, but does not include a sum of 1921*l.* which has been spent on capital account. Mr. White reports that the mines are all in a favourable condition, but the stamps were reduced to the lowest possible duty by a continuation of the exceptionally dry season. Mr. White further states in his mid-monthly letter of Aug. 17: "I have great pleasure in announcing to you that on the 11th inst. the Pocuné water reached the mines, and that since the 12th it has been aiding the stamps in La Salada, El Tigrito, San Joaquin, and Rosario, affording to those mills a full supply." Mr. White concludes his letter thus, "Hoping that the improvement which we may yet look for this month may be the precursor of a great change in September."

ANTIOQUIA (FRONTINO).—The cost for the month of July amounted to 389*l.* In addition to which there has been spent on capital account the sum of 109*l.* 5s. The gold remitted by the last mail is valued at 64*l.*

COLORADO UNITED.—The manager accounts for the month of July are to hand; they exhibit a net profit for the month of $602 44c.

COLOMBIAN HYDRAULIC.—E. S. Jones, Aug. 19: Run No. 73, during which washing was carried on for 550 hours, has resulted in a produce of $948·58, the cost during the same period being $1340·35. During the past month we piped on the gravel bank as the previous one, and with the same result; and, as the quality of the gravel has not improved, I have decided to continue upwards, following the Spanish channel, as this affords greater facilities to reach in a short time the rich portion of the mine opening out at its deepest point, but leaving a small piece of ground by the side of the large boulders that does not pay to work, as is seen by the results of the last two months. I intend commencing by the hill, where the store-house is, and continue straight up to Clarke's shaft. In this course I expect to find richer and easier gravel. The portion of gravel left behind can be worked at any time, and does not interfere with the opening of the projected work. The sluices are a long way behind the bank, owing to having to cut through nearly 15 ft. of tough pipe-clay that rests on the bedrock, which is our present drawback. By driving this cut direct through the mine at once the mine would be fairly opened out, and when completed two or three machines could be set to work at different points to run profitable gravel, as the channel of the mine is clearly defined, and so is the course of the rich gravel. A level 180 ft. in length was completed last week at the head mine. We can now bring through it the tubes, and set up the monitor ready for when we have the water sufficient to work both sluices. Timber has been purchased to secure the ditch, that this may resist extra pressure, and when completed I will attempt to bring in an additional water supply, which can be effected at a very small cost, and I hope this will enable me to keep both machines at work.

GOLD COAST.—Aug. 15: Mine Captain's Report: The ore ground in shaft is still very rich. The south end in tunnel much the same as last week; a very rich end unchanged; but as regards the north end (in tunnel) it still improves with every foot I drive, and I am only too glad to furnish you with this good news. You can see the gold in the stones as fully as large as brass buttons. This is a fact, Sir. You can see the ore in the back of the level with the candle after blasting, I have had nearly 30 years' practice in different mines, but never saw anything equal to this. I can assure you this company has got a fine fortune in Abboutuyakoon.

EBERHARDT.—Statement of progress for week ending Sept. 3: 6000 ft. Drift West: Feet run to Aug. 27, 643 ft.; run for the week ending Sept. 8, 33 ft.; total distance run to Sept. 3, 681 ft.; run for the months of August and September: August, 142 ft.; September, 10 ft.—2000 ft. Drift West: Feet run to Aug. 27, 67 ft.; run for the week ending Sept. 3, 8 ft.; total distance run to Sept. 3, 75 ft.; run for the months of August and September: August, 56 ft.; September, 2 ft.—2000 ft. Drift East: Feet run to Aug. 27, 87 ft.; run for the week ending Sept. 3, 10 ft.; total distance run to Sept. 3, 67 ft.; run for the months of August and September: August, 47 ft.; September, 3 ft.—Remarks: The 38 ft. advance in the 6000 ft. west during the week shows no change, the ore being black lime with little spar. I am looking for a change for the better, and I think we will soon pass through this black rock into a better prospect. We shall drive on as speedily as possible until we reach under the old mine, and then I think a prospect cross-drift had better be started north from our present drift, along the seam upon which we found the quartz referred to in my report of Aug. 6. At the point where the seam passed under the drift as we advanced the quartz was of a better character and more in quantity. This is what led me to think, as the formation was lying so flat, that the quartz we had was a feeder to a larger body of it not far in advance of us, and I am still of the same opinion. The fact that quartz of a good quality has been found in this driving is an encouraging feature, and with reason leads us to be hopeful for the future. Finding no change in the appearance of the 2000 ft. driving, and being desirous of not increasing my force of men at present, I took the two shifts from this drift, and commenced on the 1st inst. putting an upraise from the east drift, to connect with the 30 ft. level above. In the 2000 ft. east the rock is hard, mainly lime, and as yet we find quartz in small quantities.

CANADIAN COPPER AND SULPHUR.—F. Bennetts, Sept. 16: Hartford Mine, No. 5 Shaft: We have a good vein of ores from 6 to 7 ft. wide in the shallow level east. In a winze in the bottom of the 40 east there is also a vein of about 4 ft. wide of good grade ores. There is no change in the 50 east, or the 70 east, to report. At No. 1 shaft, in the back and bottom stopes in the 35 west, there is a vein of 3½ ft. wide of rich grade ores. At the Bolton Mine the vein in the south shaft under the 10 is producing very good stones of ore, and in greater quantity than heretofore, there being an improvement in the portion of the vein carried in the shaft. At the Acton Mine there is no alteration of importance to report. We are still obtaining some good ores from the black shale east of No. 5 shaft at the 10. At the St. Francis Mine, the vein in the winze in the bottom of the adit east of shaft is without material alteration.

SAN PEDRO.—R. F. Pechey, Aug. 1: San Pedro Mine: The shaft has now been completed to the 122, and the plat at that depth strongly secured; this was finished a few days ago, and I went down on the 30th to see what had been done, and also as far as the 135. From the 115 to the 122 all is new timber, the shaft being boxed in with a corresponding outlay in plank. At the plat the foundation is reared on bearers 10 in. by 10 in., this being the largest timber we have hitherto required to use. To reach the 135 will I expect occupy to the end of this month at least. The plat there is not so bad as the 122 was, but is bad enough, and we have a few pieces 10 in. by 10 in. saved for the purpose. Looking up from the 135 to the level above, for the skip-road cannot be used for about half the distance, there is not a set of timber in its place, and the broken ends of the rotten sets are hanging over the shaft in a very menacing manner. All new timber will be required at this point, but the time is lost in removing the stuff that falls in and filling up again at the back of the new timber. The actual placing of the sets is by no means the longest part of the process. Having reached the 135 the greatest difficulties will be overcome, and I am given to understand that much less timber will be required from there down. I can only add that as far as the work has gone I am most thoroughly satisfied, and the ingenuity displayed by our head timberman, Wm. Thomas (to whom the company is almost solely indebted for the progress made) merits the highest appreciation.

San Antonio Mine: I was down this mine the day before yesterday. There are several lodes and veins, and with the small amount of workings it is rather puzzling to determine the different directions they are taking. What appears the principal lode has a course about north and south. The south end looks the most promising at the moment, containing very good metal, but there is nothing to justify me in saying at present that any important discovery has been made. The lode is about a metre wide at foot, but the ore only in patches. The north end also contains metal, but here the stratum is harder, and the lode pinched in. If Capt. Lean will push ahead we shall take out a few cart-loads of ore quickly. I regret very much the delay that has taken place, as, in my opinion, we should have been at the point we are now two months ago, and a little ore would have helped our cartage account considerably. Of the intrinsic value of the mine itself I have a higher opinion now than ever, and I recommend pushing the works ahead with energy.

Capt. Lean writes under date Aug. 2:—San Antonio: Here we have communicated with the former workings, let down the water and cleaned out the old level and chiffon, and have now begun to drive north and south on the lode. Lode in the north end 2 ft. wide, with produce 2 tons of 22 per cent. ores per fathom; ground favourable for driving. Lode in the south end is a little disordered by a slide and the lode we cut in the cross-cut driving from the shaft, but as soon as these lodes become settled we expect ore in paying quantities. The water is not much at present.

MINING AND METALLURGICAL EXHIBITS.—The reports of the American Commissioners on the Mining and Metallurgical Exhibits at the Paris Exhibition of 1878 have just been issued; Mr. G. F. Becker, of the United States Geological Survey, and lately of the University of California, having performed almost the whole of the work, treating of those industries in Great Britain, Austria, Sweden Norway, Austro-Hungary, Italy, Spain, Portugal, Greece, and the Dutch East Indies alone, and of France and the French colonies, and Belgium, in conjunction with Mr. J. D. Hague, who himself contributed the chapter on Russia. The concluding chapter—that on the bullion product of the United States—consists of Dr. Adolf Soetbeer's article, published in Petermann's Mittheilungen, ably translated by Mrs. Becker. The information is systematically arranged and in great abundance, whilst the style in which it is written makes thoroughly interesting if not attractive reading.

NOVA SCOTIAN GEOLOGY.—The result of his investigation of the geology of Digby and Yarmouth counties, and extension of the work already done by him in the counties of King's and Annapolis, has been made known in an interesting paper read before the Nova Scotian Institute of Natural Science by the Rev. D. Honeyman, D.C.L., &c., curator of the Provincial Museum. The professor refers fully to Mr. Godfrey's iron mine of Moose River, and details his visits to Bear River, Jordan Station, North Range, Weymouth, Meteghan, Yarmouth, Sunday point, Cranberry head, Jebogue point, Lake George, Yarmouth harbour, Beaver river, Cape cove, Salmon river, and the Cream pot; and the almost innumerable notes of his observations cannot fail to be alike valuable to science and to those who feel disposed to undertake the development of the great mineral resources of the province, which at present are lamentably neglected.

GERMAN HONOUR TO ENGLISH SCIENCE.—The German Emperor has recently conferred the great Prussian gold medal for art and science upon Mr. George Matthey, F.R.S., member of the well-known firm of Johnson, Matthey, and Co., in recognition of his services in the interest of science.

THE SEVERN TUNNEL.—On Tuesday night the headings that are being driven under the Severn between Monmouthshire and Gloucestershire for the Great Western Railway tunnel, met midway under the river, having been so accurately planned that the lines were found to be only 3 in. out. The headings, which are over 2 miles long, have taken 7 years in opening through. They are now 7 ft. high, by 7 ft wide, and have to be considerably enlarged.

KILLIFRETH.—The lode continues rich for tin, and promises to open up a very profitable mine. Only a few weeks ago these shares were almost unsaleable, called about 5s. each. They are now about 40s. North Busy is just another neglected share, and a moderate discovery would cause a great rise in price. The same applies to West Poldice.

SILVER VALLEY MINE.—With reference to Col. O. G. Lambart's explanation of the directors' connection with this concern Mr. Egerton P. Scott, hon. sec. to the Committee of Shareholders, expresses his astonishment at Col. Lambart's statements, and continues—The shareholders would like to know why the directors did not attend the meeting which they called themselves, and also the meeting held Aug. 16, of which Col. Lambart cannot plead ignorance, as a letter written by him was read at this meeting stating, as his excuse, that he and his "late" co-directors thought it rather late in the day for the shareholders who had thrown them over to ask them to meet them for investigation. Why he should speak of his late co-directors I cannot understand as, with the exception of Mr. Wilde, none of them have resigned. As regards throwing them over we wished most sincerely to meet them, but they did not even have sufficient courtesy to answer the letters I wrote to them on behalf of the committee. Col. Lambart states the "so-called secretary and manager was dismissed." A resolution to that effect was passed by the directors, who then found that under the Articles of Association they had not the power of dismissing him. Mr. Wilde resigned at once.

SIMON'S REEF CONSOLIDATED GOLD.—A petition for winding-up this company has been presented to the High Court of Justice.

CARTA PARA GOLD.—A petition for winding-up this company has been presented to the High Court of Justice.

The directors of the Stock and Share Auction Company (Limited) announce a dividend at the rate of 35 per cent. per annum for the half-year ending June 30.

Mr. A. M. Sullivan, M.P., has been appointed special examiner to examine the directors and secretary of the Great Wheal Polgooth Mining Company.

MESSRS. PIXLEY AND ABELL.—GOLD: The demand for America has, to some extent, revived within the last day or two, and some amounts received from the Continent have been taken for the States. Sovereigns have also been withdrawn from the Bank for the Continent and South America to the value of 194,000*l.*, and only 17,000*l.* in bars have been sent in. The arrivals comprise—32,000*l.* from the West Indies, 30,000*l.* from Central America, and about 50,000*l.* from Holland. The Elbe has taken 100,000*l.* to South America, and the Deccan 20,000*l.* to Calcutta.—SILVER: A trifling improvement has taken place in our market for bars, the price obtained for the small amount for the West India steamer being 51¼d., showing a rise of 1/16 per oz.; the demand has been chiefly for the Continent. The arrivals since our last have been 11,060*l.* from Buenos Ayres, 10,300*l.* from the West Indies, and 39,700*l.* from New York. The Deccan takes only 5000*l.* to Calcutta.

MR. THOMAS CORNISH, CONSULTING MINING ENGINEER AND FINANCE AGENT.
Twenty-five Years Practical Experience in Australian Gold Mining and Management.
Advice on Gold Mining Investment.
Author of "Gold Mining: its Results and its Requirements."
109, FENCHURCH STREET, LONDON, E.C.

Mining Correspondence.

BRITISH MINES.

ASSHETON UNITED.—Joseph Garland, Sept. 28: There is no change to notice in the 92 west; the ground is a little harder than it was last month, our progress is in consequence somewhat slower. The lode, which is 18 in. wide, and is a mixture of quartz and killas, shows a few spots of lead ore. The lode in the rise in the back of the 70 west is 18 to 24 in. wide, and yields good saving work. The slope under the 40 west at footway rise maintains its productiveness of 2 to 2½ tons of lead ore per fathom. The western section of this stope is worked through to the 40. The tribute pitches are yielding rather above the average quantity of ore, and some of them are opening up good runs of paying ground. We sampled on Wednesday last, for sale to-morrow, 20 tons of lead ore.

BEDFORD UNITED.—R. Goldsworthy, Sept. 28: North Lode: There has been no lode taken down in the 127 or the 115 since last report.—Bridge Lode: The lode in the 20 east is about 3 ft. wide, a strong promising lode, but at present unproductive. In the same level west the lode is without change to notice. The lode in Maccallan's engine shaft is still 3 ft. wide carrying a little ore, but not sufficient to value. I have no doubt this falling off is only temporary, and that as depth is attained it will become profitably productive. The men costeaning to the west have not yet cut the lode. Saturday next being setting-day a full report will be sent next week.

BLAEN CAELAN UNITED.—J. Pell, Sept. 28: Last week Capt. Kemp made a special report upon these mines, and I this week quite confirm his statements. The ore is fully 30 cwts. per cubic fathom, and the lode is carrying 2 cubic fathoms in width. I also think this splendid course of ore will hold up to the 10 fm. level, as the 20 fm. level is driven south of this ore. I have not seen anything in this country so good as this run of ore ground. All our machinery is doing good work, but owing to short supply of water for crushing last week we could not send off the parcel of copper ore as arranged.

BWLCH UNITED.—W. Northey, Sept 28: The lode in the 50 east is slightly disturbed by a cross-joint, which has carried a portion of it to the south side; the level is now 6 ft. wide, and for the whole breadth is mixed throughout with ribs of quartz, charged with fine sulphur and carbonate of lime. No. 1 stope, in the back of the 12, will yield 14 cwts. of lead ore per fathom. No. 2 stope, in the back of the 12, has slightly fallen off in value, and I have placed the men to rise an incline west to enable us to reach the shoots of ore ground standing in the back of the old stope. I have placed two men to make a road across the old workings, to enable us to commence driving the 12 east over the shoots of ore seen in the back of the 30 in an unexplored ground for upwards of 45 fathoms in height.—Marvin's Lode: The 15, under the adit east, I am pleased to say has greatly improved since I last advised you; the lode is 1 ft. 6 in. wide, and in places worth 1½ ton of lead ore per fathom. The stope in the back of the same level west will produce 16 cwts. of lead ore per fathom. I have placed men to prepare a place to receive the debris from a cross-cut in the adit to Marvin's lode. The tribute pitch is looking much as usual, and the men are making fair wages.—Surface Work: The carpenters have completed the new line of pulley-stands to the old engine-shaft, which has cased and divided from surface to the 12 under adit. The tramroads and ore-slide will be completed by the end of the week, and the drawing from Marvin's lode will be commenced then at once. Dressing, pumping, and other machinery all in good order, and dressing going on at full speed.

CALLINGTON CONSOLS.—Thos. Gregory, Sept. 28: I am pleased to state the 45 end west of shaft and the 45 east of shaft are looking much the same as when last reported on. The sinking of Foake's engine shaft below the 45 is most favourable, and the mines throughout are looking exceedingly well and all that can be desired. A full report shall be sent you next week, when we anticipate having something important to report.

CATHEDRAL CONSOLS.—Stephen Davey, Sept. 29: We have no special change to report in either of the bargains, although the lodes in both the 60 fm. levels east and west are indicating an early improvement.—Lawry's Shaft: We have erected a horse whim to draw the stuff from this shaft. The men are now engaged dividing and casing the same from surface to the adit, and will be completed in the course of three or four days, which will materially assist the speedier development of the south part of the mine.

CENTRAL FOXDALE.—J. Garland, Sept. 24: In the 135, east of the engine-shaft, good progress continues to be made; the lode, I am pleased to say, although not very productive for lead ore as yet, is looking very promising, and produces good stones of lead ore. I feel convinced we are not now far from paying ground in this end. A good stream of water issues from the north side near the forebreast; this is probably coming from the sump, which is now only a slight distance ahead. In the 120, east of the engine-shaft, on the north lode, the lode is 3 ft. wide, composed of quartz, carbonate of iron, blende, and lead ores, but not sufficient of the latter to value. This end also looks favourable for an early improvement. In the same level, east of the engine-shaft, on the south lode, the ground is spare for driving; the portion of the lode carried (5 ft.) is chiefly composed of killas, quartz, mundic, blende, copper, and lead ores, producing of the latter from 20 to 30 cwts. per fathom, altogether a good, healthy-looking lode, promising for continued productiveness. I estimate this end to be laying open monthly quite as much mineral as our present output. No. 1 stope, over the 120, on the north lode, has declined in value, now producing 10 cwts. of lead ore per fathom. No. 2 stope shows an improvement since my last, and now averages a produce of 20 cwts. of lead ore per fathom. On the south lode No. 1 stope, over the 120, east of No. 2 sump, has also improved considerably for a portion of its length, and now produces fully 1½ ton of lead ore per fathom. No. 2 stope, east of the above, over the same level, produces 15 cwts. of lead ore per fathom, with good prospects for an improvement as it gets up to catch the dip of the ore ground which is eastward; the lead ore from this stope carries a good deal of mundic and yellow copper ore. In the 105, east of the junction, on the north, the men have cut in north through the greenstone; here we find a small branch of ironstone, spotted with lead ore. I am of opinion that the main part of the lode is still further north; this we shall prove by a short cross-cut. In No. 3 sump, sinking below the 105, on the south lode, the lode is large, intermixed with lead ore for the whole width, but not in sufficient quantities to value; an improvement is looked for here at an early date. A few days ago the lode produced 15 cwts. of lead ore per fathom, hence we believe this point to be only temporarily subject to the fluctuating character of the lode. In the stope over the 105, west of No. 3 sump, we are now stripping down the country rock by the side of the lode; by this method we get deads to fill the stope instead of tramming from above, and at the same time win the produce of the lode free from waste. This stope averages a produce of 15 cwts. of lead ore per cubic fathom. In conclusion, I am pleased to say that, on the whole, our stopes have improved during the past month, and with the anticipated improvement in the 135 I consider the future prospects to be fairly good. The machinery throughout the mine is in good order, and drawing and dressing are being kept going steadily with fairly satisfactory results. We have now 40 tons of lead ore in stores at Douglas towards another sampling.

COED-Y-FEDW AND PANT-Y-BUARTH.—R. Prince, Sept. 29: Coed-y-Fedw: I am glad to see the tributers are raising some very nice lead from the roof of the 80, and we hope soon to extend our operations in this department.

DENBIGHSHIRE CONSOLIDATED.—R. Prince, Sept. 29: The appearance of the driving on the lode out of the north cross-cut is so satisfactory that I feel tolerably certain we are near another rich course of ore. The operations in the stope below this level are progressing in a pleasing manner, yielding rich lead ore in fair quantities; there can be no doubt this is the champion lode of the property.—The 112 East: No. 2 rise is gradually improving for lead ore. The sump below the level is yielding capitally, and we are busy dressing.

DERWENT.—John Morpeth, Sept. 26: Jeffries Shaft, Middle Vein: The 95 east on this vein is a shade coarser, at present worth about 32 cwts. ore per fm. for full 9 ft. The flats in the same level, some 7 fms. back from end, yield 24 cwts. of ore per cubic fathom. The stopes in the back of level are looking more healthy, respectively worth 15, 16, and 16 cwts. of ore per fathom; vein 3 ft. wide. We have started four men on the flats over the level, which are worth 20 cwts. ore per cubic fathom.—Westgarth's Shaft, Middle Vein: Two stopes over the 93, east of shaft, are each worth 12 cwts. per fathom; vein 3 ft. wide.—North Vein: The 93 east is a promising looking vein, well mineralised, 3 ft., and yielding just now 8 cwts. of ore per fm. The stope in the back yields 15 cwts; vein 4 ft. wide. The same level west is in a strong lode, very wet, and yields a little ore. It is also easier to explore, and is now quite 10 fms. in advance of the stopes in the back of level. No. 1 stope is 4 ft. wide, and produces 18 cwts.; No. 2 of like width, and worth 15 cwts.; and No. 3, 3 ft. wide, and yielding 14 cwts. The cross-cut north at the 79 was driven last month 3 fms. 2 ft., and is reset at 4*l.* 12s. per fathom. Machinery all working very well, and the various branches of work all busy.

D'ERESBY MOUNTAIN.—J. Roberts, W. Sandoe, Sept. 28: The No. 6 end is still looking well, and every day gives it a better appearance for permanency. The sole of the level is much better than it was a week ago, and altogether no one can see a more kindly or prettier. The end is worth from 2¼ to 3 tons per fathom. We consider that this is the most important discovery that has yet been made in the mine, as it is below all the old workings, and going towards several junctions of other lodes which when met with may be expected to increase its value further still. The stopes behind this end are very much the same value as reported last week, and the stopes at No. 5 are without any change. We are clearing the No. 4 level as speedily as possible, so as to get to the old sump, which is 30 fms. in advance of the No. 6 end.

DEVON FRIENDSHIP.—Charles Thomas and Son, Sept. 28: The adit end yields 4 tons of arsenical mundic per fathom. We are making very good progress with the water-wheel, and hope to get it complete within a fortnight from this date. The rods are connected from the surface to the adit, and the pitwork is being fixed this week. We have completed the delivery of the 50 tons of arsenic sold a fortnight since.

DEVON GREAT CONSOLS.—Isaac Richard, Sept. 29: Wheal Emma, Inclined Shaft: In the 137 east, east of Friend's cross-cut, the lode is 4 ft. wide, composed of very fine capel, quartz, peach, and some good quality copper and mundic ores.—New Shaft, New South Lode: In Burgoyne's rise in the back of the 100 east the lode is 2½ ft. wide, and worth 3 tons of copper ore and 2 tons of mundic per fathom. In the 115 east the lode is 2½ ft. wide, of a promising character, and producing some good quality copper and mundic ores.—Railway Shaft: In Bray's cross-cut north at the 205 the ground is mineralised, but no further portion of lode has yet been met with. In the 190 west the drivage is being continued by the side of the lode. In the 175 west, on the south part of the lode, the lode is 5 ft. wide, and worth 3 tons of copper ore and 2 tons of mundic per fathom. In Bray's rise in the back of the 175 west, on the south part of the lode, the lode is worth 5 tons of copper ore and 3 tons of mundic per fathom. In the 160 west, on the south part of the lode, the lode is 2½ ft. wide, composed of capel, quartz, peach, mundic, and a small quantity of copper ore. In Riche's winze in the bottom of the 160 west, on the south part of the lode, the lode is 5 ft. wide, and worth 4 tons of copper ore and 3 tons of mundic per fathom.—Watson's: In the cross-cut south at the 88 the south part of the lode has been met with and cut through, proving about 1 ft. wide, and of a very promising character, being composed of capel, quartz, peach, fluor, and some very good quality arsenical mundic. In the western shaft the ground is becoming more settled, and judging from present appearances the lode is near at hand.

DEVON GREAT UNITED.—Isaac Richards, Sept. 29: The re-fixing the lift between the 93 and 104 in Willesford's has been completed, and the shaft is again in regular course of sinking, the lode in which is 2 ft. wide, composed of capel, quartz, peach, some very fine arsenical mundic, and a small quantity of copper ore. In the 60, west of Willesford's shaft, as also in the 60 and 50, west of

Watson's shaft, the drivages are being continued by the side of the lode for more speedy progress. In the cross-cut south at the 20, east of Willesford's shaft, the ground is without alteration, being still favourable for progress and congenial for mineral.

DRAKEWALLS UNITED.—M. Bawden, Sept. 29: We have completed the new skip-road to the 50 at Mathew's shaft, and are clearing said level as fast as possible. We shall now proceed to put in the skip-road from the 50 to the level of the deep adit. This adit level driving west to meet the point of communication is still opening out good tribute ground, but this ground cannot become available until we are also communicated with the Mathew's shaft, and to accomplish this we shall, as soon as possible, start a level east from said shaft to meet that now being driven west. We have stopped the air compresser, as there is now plenty of ventilation in the deep adit, and we shall, in course of a day or two, have the communication between the two points completed. To do this we have driven through more ground than we anticipated stood between the No. 2 copper lode and the old mine. We have two tribute pitches at work, one to eight men at 10s. in the 1l., and one to four men at 10s. in the 1l., the standard in each case being 50l. per ton. All other work and the repairs are progressing most satisfactorily.

— Sept. 30.—We have made communication from adit to old mine; very satisfactory. Shall now proceed to lay open copper lode.

EAST BOTALLACK.—G. B. Eustice, John Hollow, Thomas Trahair, Sept. 29: The shaftmen will this week complete the sinking of the engine-shaft to the 35, below the adit. When this is done, and the shaft cased and divided to the bottom, penthouse fixed, and ladders and skipway permanently placed in position, we shall commence driving the 35 east and west from the shaft on the course of the lode, and when driven a sufficient distance, so as not to interfere with the sinking, the sinking of the shaft will be resumed by a full pare of men, and continued with all speed until the junction of the lodes is reached, at which point we expect good results. We also expect an improvement in driving the 35 both east and west, as there are shoots of tin gone down from the levels above in both directions, and no doubt these will improve as depth is being attained. The machinery throughout the mine, both pumping and drawing, as well as at the water stamps, are working very satisfactorily.

EAST CARADON.—James Kellow, John Kellow, Sept. 28: We beg to hand you the following report of our settling on Saturday last:—To drive the cross-cut south in the 175, 1 fm. stent, by nine men, at 25l. per fm.; ground driven during the past month, 1 fm. To drive the 150 east on the caunter, 2 fathoms stent, by six men, at 8l. 10s.; driven 2 fms. 5 ft.; the lode is 1 ft. wide, and the ground moderately easy for driving. The 90 east, on Fawcett's, is suspended and we have put the men to drive west, where the lode is rather disordered, but we hope it will improve as it gets out of the influence of the cross-course. To drive the 80 west on Fawcett's, 1 fm. stent, by six men, at 17l.; driven 1 fm. 2 ft.; lode yielding ½ ton of ore per fm. The men employed in the 70 west, on Fawcett's, are now sinking a winze in the bottom of the same level for ventilation, where the lode will yield 2 tons of ore per fm. for the length carried, 9 ft. To sink the winze below the 60 west, on Fawcett's, 2 fms. stent, by six men, at 7l.; measured 2 fms. 5 ft. 6 in., and continues to yield 3 tons of ore per fm. To drive the 60 east on Fawcett's, 2 fms. stent, by four men, at 13l. per fm.; measured 1 fm. 3 ft.; the lode is 3 ft. wide, composed of peach, quartz, mundic, and copper ore, presenting a very promising appearance. To drive the 60 west on Fawcett's, from main cross-cut, 2 fms. stent, by six men, at 13l.; measured 2 fms. 2 ft.; the lode is at present small. To drive the 50 west on Fawcett's, from main cross-cut, 1 fm. stent, by four men, at 16l.; measured 1 fm. 4 ft.; lode 1 ft. wide, producing stones of ore. We have one tribute pitch set to two men, at 15s. in 1l.

EAST CHIVERTON.—R. Southey, Sept. 29: Since my last good progress has been made in the different points of operations. The second boiler is fixed in its place, and the house over the same completed. The engine-shaft is also sunk deep enough for bearers of cistern, and cistern plat cut. No time will be lost now in fixing the standing lift of pumps, when the sinking of the said shaft will be resumed with all possible dispatch. The lode in the 90 end, west of shaft, is still worth 2 tons of silver-lead per fathom. Our eastern stope is yielding very rich work, and I am pleased to say everything throughout the mine is progressing satisfactorily.

EAST DEVON CONSOLS.—Jas. Browning, Sept. 27: Fair progress is being made in the driving on the main lode, and beg to say that we have extended the north level 3 fms. The lode in the present end is now fully 7 ft. wide, and is producing rich stuff for copper ore. We are now cross-cutting 10 fms. west of the deepest winze, where we shall soon intersect the large lode 5 fms. deeper than our present driving. I estimate that we shall do this important work in the course of a month, when, no doubt, a long run of rich ground will be opened up.

EAST LONG RAKE.—H. B. Vercoe, Sept. 29: The 50 west does does not look so well as when I last reported, the lode being somewhat disordered. It is, however, spotted with lead, and will soon improve again. The lode in the stope in roof of 50 west maintains its value. In the 50 east we continue to get nice lumps of lead, and much improved in appearance, and I am expecting an important change in this end ere long. The Mold Foundry Company have delivered the new castings for crushing mill, and we shall proceed at once to fix them so as to be ready for crushing lead as soon as possible. The carpenter has made and fixed the large tank for holding feed water for the boiler. All other work making usual progress.

EAST ROMAN GRAVELS.—A. Waters, Sept. 29: The 109 south is in a lode 2½ to 3 ft. wide, worth ¾ ton of lead ore and ½ ton of blende per fathom. The same level going north towards boundary shows a lode 5 ft. wide, worth 2 tons of lead ore and 1 ton of blende per fathom. The lode in the 97 south is 4 ft. wide, yielding good orestuff. The lode here has improved during the last few days. No change to notice in the 97 north of winze. The three stopes in back of the 86 south are together worth 2½ to 3 tons of lead ore per fathom. The tribute pitch in back of the 75 south is worth ¾ ton per fathom. The new dressing machinery is working splendidly. The compressor is screwed down in place, and we are now waiting for air pipes and other small fittings to complete the link from boiler to engine-shaft in which the pipes are already fixed. We have to-day sent out samples of 40 tons of lead ore and 20 tons of blende, for sale next week.

EAST WHEAL ROSE.—T. Doidge, Sept. 24: The shaftmen have cleared the adit level from Penrose"s shaft south to Foster's shaft (which is on the east, north, and south lode), then turned west on the east and west lode, and have cleared 30 fms. in this direction, being 80 fms. cleared by them since I last advised you. This is about 20 fms. from Williams' shaft. I purpose repairing the collar of this shaft, and then clear the adit through it east and west. I may mention that the shaft is firm and clear under the collar as far as we can see, and I have reason to hope it is clear to adit. The men in Andrew's shaft have completed it to depth of adit and cleared the cross-cut from shaft to adit, which is 3 fms.; are now clearing adit from cross-cut east towards Williams's shaft, and are in at present 10 fms. The adit men, through the air being bad, would not work. I put them to assist taking out ground for boiler-house, but as soon as the Andrews shaftmen holed to adit they resumed their work in adit. These are clearing west of cross-cut from Andrews shaft. You will observe that we are clearing the adit at three points. North Wheal Rose shaftmen are now engaged putting collar in Foster's shaft. I am pleased to say the walls of Penrose's engine-house are now up, less the gable end. The carpenters are busy preparing the woodwork for roof, which I hope to get fixed in position while the masons are completing the end referred to. North Wheal Rose eegine-house is being pushed forward with all possible speed; we are now 16 ft. high from foundation.

GAWTON COPPER.—G. Rowe, G. Rowe, jun., Sept. 24: The lode in the 117 end is over 6 ft. wide, showing a very kindly appearance, with arsenical mundic and good quality copper ore, to the value of 14l. per fathom. The lode in the 105 east is looking well for mundic and ore, worth 15l. per fathom. The lode in the 95 east is producing stones of mundic and ore, but not of much value. We are exceedingly busy in roofing the arsenic chambers and furnaces, and building a new furnaces in a convenient site to facilitate our returns, fixing iron doors to the flues and chambers in order to start the fires for drying up the new works to receive the arsenic. The stack is complete, 102 ft. high, and the masons taking down the scaffolding timbers, &c. Our whim-engine and boilers are under repairs.

GLASGOW CARADON.—W. Taylor, W. J. Tay'or, Sept. 27: In the 114 south we have cut another branch or lode of a very kindly appearance, producing good stones of ore and letting out water freely. This branch was passed through in the 102, there underlying north, now a little inclined south towards the south lode, and will form a junction with it in depth. It is very much improved at this depth; in fact, the best looking lode we have seen at this level. We cannot stay to open on it now, but are pushing on to the south lode as fast as possible. We calculate about 3 fms. more to drive to reach it. We passed another branch in the 102 between this and the south lode, which we think has dropped into it. Branches dropping into the main lode in this way make our best courses of ore in the upper levels; we are, therefore, very hopeful of cutting the south lode good at this level. No change of importance in the 114 east on shaft lode or 102 south, West from winze bottom of 90, lode improved, worth from 12l. to 15l. per fathom. We hope to sink the winze through the 102, the water being drained off by cutting the lode in the 114, which will open up more ore ground. No other change since last report.

GLENROY.—R. Rowe, Sept. 27: I have just come from underground, and am able to report a productive lode continuing in the 25 roof; we are at present following it up by the slide. The lode is rich for lead and blende for about 10 in. wide and about 6 ft. long, the remaining part of the stope contains only blende. When we have risen higher we shall carry a fresh stope over the ground northwards, which will further prove the lode in that direction. In the 122, driving north, we have still a strong lode, quite 6 ft. wide, and never without a little lead and blende, but not enough to value. The shaft sinking below the 122 does not show any change, still in a wide but unproductive lode.

GOODEVERE.—R. Knott, Sept. 28: In the shallow trial level, west of shaft, the lode in the bottom of the drivage is small, but in the back the lode is about 2 ft. wide, producing saving work for the stamps. In the deep adit cross-cut good progress is being made, and the end is letting out a good deal of water, which I consider a favourable indication. We have had the dialer here, and as anticipated, we find the shallow adit cross-cut driven far enough, and the branch referred to in our last week's report is in all probability the lode disordered, and we have now put the men to cross-cut from the main level, being the nearest point to effect an early communication. During the past week I have put two men to drive on the course of the lode lately discovered in the wheel-pit, which has been referred to in a former report. We have driven about 9 ft., and I am pleased to state the lode is improved, being much larger and producing more tin. I have had two sets of timber put in, and intend leaving room behind the end wall of the wheel pit, which will keep it open for inspection at any time. We are busily engaged in removing ground for laying out the dressing-floors, which I am pushing on as fast as possible.

GORSEED AND MERLLYN.—W. Edwards, Sept. 29: I am glad to tell you the 70 east is now improving, and there is every appearance of our coming into a strong body of ore. The 90 west maintains its charrcter and value; worth from 25 to 30 cwts. of lead per fathom. In the 50 west we have got through the swallow; it will take us a few days before we can operate upon this point, but we can see very good lead coming in. The stopes are looking as well as they done for some time past.

GREAT HOLWAY.—W. T. Harris, Sept. 29: At Roskell's shaft the 110 east has been driven 2 fms. 3 ft. The lode maintained its width and character, and a large stream of water issues from the forebreast. The bed or dip of the strata is now almost vertical, and the ground is undergoing a change, consequently we are daily expecting to intersect Maes Whitford lode, set to six men, at 10l. per fathom. The west level has been extended 2 fms. 4 ft. 6 in. The lode is 4 ft. wide, composed of carbonate of lime, and very congenial for the production of lead ore, and letting out much water; re-let to six men, at 10l. per fathom. The cross-cut south has also been extended 3 ft. in precisely the same character of rock as for some time past, intersecting joints of spar, with a slight change in the inclination of the beds. The 80 west has been driven 3 ft. At this point a cross-cut has been put out south 1 fm. 4 ft., intersecting a strong joint containing blende, and very promising for improvement when opened on, which we shall at once proceed to do. Ground hard for progress, but changeable; re-let to four men, at 9l. per fathom. At Garden shaft the driving east from No. 2 in bottom of the 55 east has been extended 1 fm. 3 ft., the lode yielding some good stones of lead and blende. Driving is for the present suspended, and the men placed to stope the roof. We have also commenced to drive upon a joint south, and which produces a nice mixture of lead and blende very like True Blue lode, and bearing in the same direction; set to four men, at 4l. per fathom. At Office shaft the pitch in bottom of the 60 west the lode is fully 6 ft. wide, containing a good mixture of lead and blende, and very promising for improving as developed; worth 8 cwts. lead and 1½ ton blende per fathom; set to three men, at 5l. and 40s. per ton respectively. At Brammock shaft the No. 1 pitch in bottom of the 40 east is worth 10 cwts. lead and 1½ ton blende per fathom; re-let to four men, at 5l. and 40s. per ton respectively. No. 3 pitch in back of the 60 is worth 1 ton lead ore per fathom; re-set to two men, at 5l. per ton. No. 4 pitch in back of this level has rather improved, now producing 1 ton of lead and 1 ton blende per fathom, and very promising; re-let to two men, at 5l. per ton the former and 40s. per ton the latter. Have also let a pitch east on main lode to two men, at 6l. per ton lead and 40s. per ton blende. At this price the men will make good wages as well as prove a promising section of ground.—Level Engine: The 60 level has been extended 1 fm. 4 ft. 6 in. The lode, from 3 ft. to 4 ft. wide, variable in produce, at present is worth 2 tons lead per fathom, and very promising. A rise in the back is making good progress, and opening up a splendid run of lead ore into which the level will enter in driving 3 ft. The lode in the rise is producing 5 tons lead ore per fathom, with every encouraging prospect for long continuance, set to six men, at 6l. per fathom and 20s. per ton. No. 1 pitch in back of this level has much improved, now producing fully 2 tons lead and 1 ton blende per fathom; re-let to four men, at 4l. 10s. per ton lead and 30s. per ton blende. Nos. 3 and 5 pitches in back of this level are opening out very satisfactorily and worth fully 5 tons lead ore per fathom; re-let at 20s. per ton. No. 2 pitch is producing 10 cwts. lead and 2½ tons blende per fathom; re-let to four men, at 5l. and 40s. per ton respectively. This section of the mine never presented a more cheering prospect than at present. The machinery is in good condition and working very satisfactorily. The new water-wheel and dressing machinery works admirably, and for which there is a good supply of water from the substantially made reservoirs. Sold 100 tons lead and blende ores; blende, 3l. 10s. 6d. and 3l. 12s. 6d. per ton; lead, 11l. 6s. and 11l. 12s. per ton, showing the advance in the price of both metals.

GREAT POLGOOTH UNITED.—W. Richards, Sept. 28: Deep Adit Level Old Mine Lode: The men are making good progress at this point. In the cross-cut driving north of the deep adit to intersect Rags lode the ground is favourable for progress; we shall push the driving of this cross-cut as fast as we can. At New shaft Wheeler's lode is fully 5 ft. wide, producing splendid quality tinstone. A good tin producing lode, improving in depth and in virgin ground. Other points of operation are much the same as last reported. The masons are getting on well with building the engine-house.

GUNNISLAKE (Clitters).—Wm. Skewis, John C. Seccombe, Sept. 28: The lode in the 224 east is worth 6l. per fathom. The lode in the rise in the back of this level, west of engine-shaft, is worth 8l. per fathom, and looking very promising to further improve. In the 212 west we have intersected a cross-course, and the men are driving through it to intersect the lode west, where we fully expect to have a good lode, as it made good ore up to the cross-course. The lode in the rise in the back of this level is worth 7l. per fathom. The lode in the 200 west is 5 ft. wide; worth 12l. per fathom, with every appearance of further improving. In this level east the lode is poor for the time. The lode in the 183, both east and west, is producing saving work for copper ore. The lode in the 176 west is worth 6l. per fathom. The lode in this level east is worth 8l. per fathom. The lode in the 164 east is producing saving work for copper ore. In the 152 cross-cut north the water continues to increase. The stopes and pitches throughout the mine are producing about their usual quantities of copper ore.

GWYDYR AMALGAMATED.—J. Roberts, W. Sandoe, Sept. 28: Clementina: The north end, in the 34, is still improving, and worth from 10 to 15 cwts. of lead per fm. We are very sanguine with regard to this end. There is a thorough change in the ground for the better, and the lode is opening wider and richer as we drive on, and we believe that we are getting into a new bunch of lead. It is quite clear, however, that the lead we now have is not connected in any way with any bunch of lead we have yet seen in the mine, and we think there can scarcely be a shadow of doubt that as we extend this level towards the Flat Valley where the ground must be undisturbed, we shall get fine bunches of lead. The south end is of much the same value as last week, and the engine-shaft is being pushed down as fast as possible, and the ground very kindly for making lead.—Aberllyn: We have no change here to report since last week. The winze at No. 2 and the No. 2 end continue much the same as for some weeks past.

HINGSTON DOWN.—T. Richards, Sept. 28: Fair progress is now being made in sinking the engine-shaft below the 12, the lode in which continues to produce occasional good stones of copper ore. In the 12f east of the shaft, the lode is large, the part being carried 5 ft. wide, contains capel, quartz, gossan, and mundic, with a little rich black and yellow copper ore intermixed, and is altogether exceedingly promising. No. 1 lode in the deep adit level, east of the south cross-cut, continues to produce in places good stone of copper ore.

KIRK MICHAEL.—R. Rowe, Sept. 27: The shaft is sunk 7½ fms. below the 20. There is an improvement in the lode as named in my letter to you of Friday last, and it is looking still better to-day. The change is what I have been looking for, the ore-bearing part of the lode widening, and with the ore, the right lead-bearing quartz of the country coming into the lode. I hope to be able to say more in next report, the change for the better having only just taken place. In the 20 driving south, the end is not yet through the large east and west lode or slide, although in over 7 fms., and for this width it had never been without lead in small quantities. The two stopes in the roof of the 20 are worth about 10 cwts. lead per fathom. The machinery is in good order, and everything working well.

KIT HILL GREAT CONSOLS.—Isaac Richards, Sept. 29: At the deep adit level fair progress in driving continues to be made, and at surface we are getting on very satisfactorily with the erection of lines of rods, bobs, &c. We are daily expecting the remaining portions of the engine-work, and as soon as received every effort will be made to get the engine at work.

LADY ASHBURTON.—J. Willcocks, Sept. 29: The lode in the 30 is now about 7 fathoms west of the engine-shaft, which is very satisfactory progress. The south underlie at present is disordered by a slide, which has split the lode into several branches, varying in size from 6 to 8 in. wide, and composed of congenial friable quartz, arsenical and sulphuric mundic, containing silver and rich copper ore. I do not doubt but that we shall be obliged to drive north some 10 or 12 ft. in order to find the heave made by the slide. The north underlie at present appears to be dipping with the slide, and producing rich copper ore, worth over 15l. per ton for silver and copper. The lode is looking well in the bottom of the level. I have men driving east in the 30; here I expect to reach the junction in driving 10 or 12 ft., where I fully anticipate to see a great change for the better, and I do not hesitate a moment in saying that I rely with as much confidence as ever on the high opinion I have along expressed of Lady Ashburton Mine being realised before long. Our engine and pitwork are in good working order.

LADY BERTHA.—Thos. Neill, Sept. 27: We are making good progress in clearing the 30, east of new shaft, and hope soon to get into the lode. The ground in the 53 east is much the same as last reported on. The three stopes in the back of the 40 are still looking exceedingly well both for mundic and copper ore—in fact, I never saw them looking better, yielding an immense quantity of very rich mundic and copper. In cross-cutting the lode at the 40 it is producing some very rich mundic and copper ore, and we still expect a further improvement. We are getting on with the dressing as fast as possible.

LOMAX.—W. Argall, Sept. 28: The level driving on Tatie Pie lode is a little improved; one of the branches is now from 4 to 6 in. wide, containing iron and spar, and we are daily expecting further improvement.

MARKE VALLEY.—Wm. George, Sept. 29: The ground has improved, and good progress is being made in driving the 160 cross-cut south. The lode in the 90 end, driving west, is yielding full 2½ tons of ore per fathom, and the stopes both in the back and bottom of this level are yielding quite equal to our last report. We see no alteration in any other part to notice.

MELLANEAR.—J. Gilbert, Sept. 28: In the 30 cross-cut, south of Gundry's shaft, the ground is a little stiffer for driving, but it is getting more mineralised, and our progress is still very good. The ground is very much easier for driving in the 60 cross-cut, south from the main lode, west of Gundry's shaft. The lode in the 80, driving west of Gundry's shaft, is 2 ft. wide, and yielding ½ ton of copper ore per fathom, and some good stones of blende. We have put these men to cut into the north side of the level about 50 fms. behind the end, and have discovered a part of the lode about 4 ft. wide, which is yielding 2½ tons of ore per fathom; we expect this will form a separate part of the lode in going westward. There has been no change to notice in the 90 cross-cut driving north, but we are expecting to intersect the north part of the lode very soon. In the winze in the bottom of this level the lode is still yielding 4 tons of ore per fathom. The lode in the 110, west of Gundry's shaft, is 3½ ft. wide, and yielding 2½ tons of ore per fathom, and looking kindly for an improvement. The rise in the back of this level is also yielding 2½ tons of ore per fathom. The lode in the 110, east of Gundry's shaft, is 6 ft. wide, yielding 1½ ton of copper ore per fathom and some good stones of tin, and letting out a good deal of water. The ground continues very hard in the 120 cross-cut, driving north from Gundry's shaft, but we are pushing it on as fast as possible with nine men. The lode in the 110, west of the old engine-shaft, is 1 ft. wide, composed of spar, and letting out an increased quantity of water. We think this water is coming from the cross-course, which we expect to meet with by driving about 4½ fms. further. The lode in the 110, driving east of shaft, is 5 ft. wide, and yielding a little saving work for copper ore and tin. The ground in the 70 cross-cut, driving north from the main lode, is getting more broken and wetter, and showing strong indications that it is approaching a lode. The stopes throughout the mine are looking very well.

MOELFRE LEAD.—J. Richards, Sept. 29: I have great pleasure to inform you that since my last report we have intersected another lode in the deep adit level, bearing nearly east and west, which will form a junction with the No. 1 lode about the centre of our property. This lode of itself has sufficient indications to warrant a speedy and substantial development. The same is fully 40 ft. wide, composed of carbonate of lime, sugar-spar, a quantity of flooken, with a mixture of lead throughout. In fact, a more masterly and finer looking lode cannot be found at the same depth. In addition to this we have intersected a cross-course on copper lode about 5 fms. deep from surface, which is about 4 ft. wide, containing a quantity of congenial spar and yellow copper ore. I must confess this property embraces three known lodes of very great importance, and will, without doubt, produce immense quantities of mineral. All that is required is speedy development. [A directors' meeting, Capt. Nancarrow, of Liverpool, in the chair, was held on Sept. 22, at the Royal Hotel, Dale-street, Liverpool.]

MONA CONSOLS.—T. Mitchell, Sept. 28: The surface operations are progressing very well, and the stonemasons are getting on rapidly with building the store-room and smithy. The new horse-whim has been completed, and will be fixed in its place in the course of a day or two. We have a set of barrels and kibbles in course of making, and will be got ready as soon as possible. The trial on the middle lode shows copper ore. The lode at this point presents a very promising appearance.

MORFA DU.—T. Mitchell, Sept. 27: Setting Report: We have let the following bargains for October:—The stopes or pitch in back of the 60, by eight men, to raise bluestone at 11s. per ton. The pitch at the 48, by six men, to raise bluestone at 11s. per ton. The pitch in the back of the 36, by five men, at 10s. per ton of bluestone. The end to drive at the 20, near Ida shaft, by four men, at 4l. per fathom. This place is improving, and will turn out at present about 3 tons of good bluestone per fathom. We have commenced clearing out the foundation for the other boiler, and will get it erected as soon as possible.

— T. Mitchell, Sept. 29th: All points here continue to look much the same as when reported on the setting-day. The stonemasons are busy building the bed for the boiler.

MOUNTS BAY CONSOLS.—Capts. Wm. Argall, J. James, T. Laity, Sept. 24: Trebarvah; Since last report the engine-shaft has been cleared to the bottom or 50 fm. level, and nine shaftmen commenced to sink for bearers and cistern. The 50 end going west is in about 4 fms. from the shaft; driving by six men, at 4l. 10s. per fathom. The lode is split into two parts with a horse of killas between, and letting out a good deal of water, which is a good indication for mineral. In driving further these two branches must come together, and most likely shall get a good course of ore, as there is a good lode gone down from the level above—the 40. We are driving the 40 west of engine-shaft, by four men, at 5l. per fathom; the lode has improved, and is about 3 ft. wide, containing iron pyrites in large quantities and quartz. We hope shortly to be able to report copper cut at this point, from present appearances. In the bottom of this level we have made preparations to sink a winze on the course of ore already reported on. The lode in the 30, west of engine-shaft, is 3 ft. wide, containing white spathose iron ore and quartz; this has improved in size and appearance; driving by four men, at 3l. per fathom. Richards's shaft has been cleared to the bottom, which is 7 fms. below the 50, and commenced to sink, by six men, at 8l. per fathom; the ground is comparatively easy for sinking, and the lode varying from 1 to 1½ ft. wide, containing quartz of a good nature, and white iron and a little copper, but not sufficient to value. We shall sink the shaft about 5 fms., and then commence to drive the level west, when we shall be able to stope away the ore ground referred to in our last report, where the lode is worth fully 2 tons of copper ore per fathom. From the shaft to the end of ground is about 15 fms.; the lode here has been all stoped away, but we cannot ascertain yet the full length of ore ground. In the present end the lode is split by a horse of killas, but are converging and will come together a little deeper; the present end is worth ½ ton of copper ore per fathom. In the 50, east of Richards's shaft, the lode varies in size from 8 in. to 1 ft. wide, containing good stones of copper ore and iron pyrites; we found a little improvement in this end. No. 1 stope in the back of the 50 is set to four men, at 55s. per fathom; the lode is from 1 to 1½ ft. wide, worth 1½ ton of copper ore per fathom. No. 2 stope in the same level is working by two men, at 50s. per fathom; the lode is about 8 in. wide, worth 1 ton of copper per fathom.—Sydney Cove: We are still driving east on Browne's lode, which is from 15 to 18 in. wide, sometimes containing good stones of tin in the back, and at other times disordered; owing to the shallowness of the workings we cannot expect other than this. The caunter lode is about 1 ft. wide, containing a little tin, and showing good indications for deeper workings. These ends are being driven by five men, at 15s. per fathom for Browne's lode, and 20s. for the caunter lode. The new shaft is sunk 6 fms. to water, and we are now cross-cutting to intersect the lode. We are driving this by two men, at 17s. 6d. per fathom, and expecting daily to cut the lode. The western shaft has been sunk by two men 4½ fms. to water, and are daily expecting to cut lode at this point. We are driving the western cross-cut by two men, at 3l. per fathom. The ground looks congenial for mineral, and we find some faces of green carbonate of copper. The masons are building the engine loading with a full staff of men, and making fair progress. The working engineer is cleaning up and preparing the engine, and all other surface works are going on satisfactorily.—Pembro: We have put two men to collar up the engine-shaft. We are driving Innes's lode by two men, at 30s. per fathom; the lode is 2 ft. wide, containing stones of iron pyrites. We are driving on No. 7 lode, by two men, at 35s. per fathom; the lode is from 3 to 4 ft. wide, containing iron pyrites and iron ore. This is a strong and masterly lode, and, no doubt, will lead to something good. The masons are making good progress in building the engine loading, and other surface work is being pushed forward.

MOUNT CARBIS.—W. Tregay, G. Johns, Sept. 29: The lode in the bottom of the 27 east sink is worth 50l. per fathom. We have set the 27 east end to drive; the lode is worth 10l. per fathom, but as the tin in the bottom coming forth under this end appears rising going east we expect the end to improve in value. The lode in the deep adit end is worth 20l. per fathom.

MYNYDD GORDDU.—T. Kemp, Sept. 28: Burnett's Engine-Shaft: The part of the lode carried by the 46 end, west of the cross-cut, has during the past week assumed a better appearance, composed of killas and spar, and carrying a small string of lead ore up and down the driving. The first shoot of ore gone through the sole of the level over the 34 has either taken a strong dip west or is yet standing to the north of the driving; to prove this we shall commence to cross cut in that direction in the course of a few days. The 46 end, east of the cross-cut, is in a masterly lode, composed of killas and spar, strongly intermixed with mundic; owing to the strong dip of the ground west this level is going entirely into new ground, and an improvement here will greatly enhance the value of the property. The north part of the lode carried in sinking the winze below the 34 is carrying a little ore, but not to value. The part of the lode opened on by the 12 end, west of the shaft, is principally carbonate of lime and friable spar, at times showing a little ore. The different stopes throughout the mine are without any change worthy of remark since last report. Owing to our pumping-wheel being very unevenly balanced the masons are now employed in building bop-pit for counter balance-bob; when done it will greatly assist the wheel. Hauling and dressing going on regularly, and the machinery in good working order.

NEW GREAT WHEAL VOR.—H. Cowling, Sept. 28: We are still pushing on as fast as possible sinking and stoping at No. 2 shaft; our lode is 4 ft. wide and tinny throughout. We brought to surface this week three parcels of tin-stuff, more than ½ ton, and we judged it to be more than half tin by our van on the shovel; it is increasing in size and value every foot we sink.

NEW KITTY.—W. Vivian, Sept. 29: The sinking of the engine-shaft and the driving of the 34, both east and west, is being pushed on with all practical speed. There is no change to notice at either of these points since last week.

NEW PENROSE.—J. Curtis, Sept. 28: I am glad to inform you we are cutting more water as the deep adit level is being extended west of the winze; the lode rather looks better, with good spots of yellow copper ore in it. The engine-shaft is cleared 9 fathoms below the surface, and from the look of the stuff I believe it is being drained by the deep adit level.

NEW WEST CARADON.—N. Richards, Sept. 28: There is nothing calling for special remark in either of the points of operation since my last. I may say, however, the two stopes in the back of the 42 will yield in the aggregate fully 4 tons of copper ore per fathom. Next week you shall have a full report.

NORTHERN LEAD.—Thomas Tonkin, Sept. 29: The tribute stopes in the west section, above the 42, yield 15 cwts. of ore per fm. in the western part, and 20 cwts. per fm. in the east ground. The east section stopes are in easy ground, and yield 8 cwts. per fm. The 15 fm. level stopes, west of Low shaft, yield 8 cwts. of ore per fm. The weather is now fine for surface operations.—Brandon Wallis: The castings and ironwork needful for the pumping appliances have come to hand, and all possible haste is being made to get under way, and I fully expect by the beginning of next week we shall commence to get the water out of the mine.

NORTH BUSY UNITED.—John James, Sept. 28: The lode in the 18 east is 4 ft. wide, and more porous than at any time since intersected; a very kindly lode. No change in the 10 since last report. We have about 3 fms. more to drive to get under the 30 fm. level in old mine. In the 10 west we have driven through several fathoms of disordered ground. We are now through this, and the lode is large and more defined. The end is under the mineral ground taken away above the adit. The stope below the adit lode is 3 ft. wide, worth 8l. per fathom. A part of this lode appears to be gone down on the footwall, and we have commenced a cross-cut at the 10 to prove this. The cross-cut is letting out a little water, which is a good indication.

NORTH D'ERESBY MOUNTAIN.—R. H. Vivian, Sept. 29: We are opening up a very nice lode in the cross-cut from the bottom of the shaft; the vein stuff is of a very congenial nature, containing lead and blende throughout, now worth more than 10 cwts. of lead and 5 cwts. of blende to the fathom. I believe we shall find the lode much richer for lead as we approach the hanging wall; it is improving very much as we drive. Looking at the size and character of this lode I am convinced that it cannot fail to make a good mine in depth. The end driving north-east maintains its value for lead ore. On the whole, the mine has improved during the past month.

NORTH HERODSFOOT.—T. Trelease, Sept. 29: Our shaftmen have been engaged in fixing skip-road and footway in the past week, and they will proceed to secure the shaft and fix skip-road and footway from the 106 to the 117 at once. The lode in the 80 end has again improved, and is now producing 10 cwts. of lead ore per fathom. No 1 stope, in this level, is yielding 8 cwts. of lead ore per fathom; and No. 2 stope 6 cwts. per fathom. We have not met with any lode in the 50 end as yet, but there is water issuing from the end, which I think is an evidence of the lode being in that direction. The stope in the back continues to yield its usual quantity of 12 cwts. of lead ore per fathom. We connected our little engine to the boiler on Tuesday last, and started that and the crusher to work, and so far they both appear to work very satisfactorily. We shall not be long fixing the jiggers, which will be ready to work by Saturday next. We are still preparing work for the crusher and jigger, and hope to get the whole in full operation during next week.

NORTH PENSTRUTHAL.—S. Davey, Wm. Polkinghorne, Sept. 29 We have no change to report this week in either of the bargains, except the 108 east, on No. 2 lode, where we have met with a deposit of elvan, which has for the present disordered the lode.

NORTH WALES FREEHOLD COPPER MINES AND SMELTING.—H. B. B. Vercoe, D. Douglas, Sept. 28: Since the date of our last fortnightly report the Great Copper lode has been intersected in the 30 cross-cut, west of engine-shaft, and the whole of the water has been drained from the upper portions of the mine. I am pleased to say that, so far as seen, the lode is quite equal to our expectations; we have cut into it about 4 ft. in width, its composition being quartz and copper ore of rich quality. It must be borne in mind that this portion of the lode has not, as a rule, been productive in the shallow workings, the main ore-bearing part being that nearest the footwall; this we have yet in advance of the cross-cut, and do not expect to reach in less than 2½ fms. driving, the lode being upwards of 20 ft. in width. This important point is being prosecuted with vigour, and a full complement of men employed thereat day and night. The No. 2 sump, being now perfectly dry, is being sunk by 12 men, in a fine course of copper, and which is improving as depth is attained. Nothing is wanting but a continuation in length and depth of this discovery, and you have a mine sufficiently rich to satisfy everyone concerned, and this we believe will be the case as the works in hand progress. In the 20, south of No. 1 sump, the lode produces a mixture of copper, but not very productive at present; however, we expect a speedy improvement as the lode is very promising. The shaftmen are now regularly at work sinking the engine-shaft below the 30, and when 3 fms. have been sunk we shall proceed to fix bearers, cistern, and plunger-lift, and then resume sinking to deeper levels; by this mode of working we shall doubtless open out a rich and lasting mine.

OKEL TOR.—H. Bulford, John Rodda, Sept. 28: The underground department is looking well. We are making good progress in sinking the new shaft east, and are pushing forward the surface operations rapidly.

PANDORA.—H. Nottingham, Sept. 29: Engine-Shaft: Steady progress is being made in sinking under the 45. We have again stripped the lode—10 ft. wide—and on the footwall there is a very kindly lode of spar, blende, and lead ore, worth 1 ton to a fathom. The hanging-wall part is poor for lead at present, but no material change in the ground. The 45 driving north is still showing a strong ore-bearing lode, which is producing about 1½ ton of lead and same of blende to a fathom; the end is wet, and spare for driving. We have two stopes working over this level, one north and the other south of shaft, which are worth on an average 1½ ton of lead and 1 ton of blende to a fathom. In the 33 No. 1 winze, sinking 29 fms. south of shaft, is not looking quite so well this week;

worth 25 cwts. of lead and same of blende to a fathom, and very wet for sinking; the bottom end is within 2 fms. of being under this winze, but it has not drained the lode yet. No. 1 stope, south of this, is worth 1 ton of lead and 15 cwts. of blende to a fathom. No. 2 stope is worth 13 cwts. of lead and 1 ton of blende to a fathom. No. 3 stope is worth 12 cwts. of lead and 1 ton of blende to a fathom.—Surface: The weather continues extremely fine for surface work, and everything is going on to the best advantage. We are sending out samples to-day for 30 tons of lead and 30 tons of blende.

PANT-Y-MWYN.—Enoch Parry, Sept. 29: We have a fine kindly lode in the end of the 22, driving west of Modlyn engine-shaft, and there are some good stones of lead ore in it. The men have just struck into what appears to be either a strong cross-joint, or a part of the lode branching off into the south side. We shall be able to give you particulars in a day or two. We have tried the sides by cross-cutting and boring holes, and are now fully satisfied that we are on the main part of the lode, and are pushing on the end westward as fast as possible. The men are doing their best at the adit level. No change to note in the value of the tribute pitches.

PARYS COPPER CORPORATION.—T. Mitchell, Sept. 27: Setting Report: The 90 cross-cut south by boring machinery, with six men in attendance. The ground in this driving consists of light chert intermixed with sulphur, similar to the chert rock in the upper part of the open cast; fair progress is being made in the driving. The 90, west of cross-cut on No. 1 lode, by aid of rock drills and six men in attendance. This end has been yielding a little copper ore for some time, and will yield at present about 1 ton of good ore in a fathom; the ground looks very promising. The 90, west of cross-cut on No. 2 lode, by six men, at 11*l.* per fathom; the lode here is worth 2½ tons of copper ore per fathom; the cross-joint which we cut a few days ago shifted the lode towards the north side. We are now cutting in that direction, and are glad to state that the lode continues to yield fully 2½ tons of ore per fathom. The 90, east of cross-course, on the Carreg y-doll lode, by six men, at 11*l.* per fathom. This end will yield 1½ ton of copper ore in a fathom. We have cut a little water here, which is a favourable indication. We have let two tribute pitches to 13 men at the usual prices.

— Sept 29: The 90 west on No. 2 is looking a little better to-day. We have no change at any other point since my last advice.

PELYN WOOD COPPER.—Special Report: J. Nicholls, Camborne, Sept. 23: I inspected this mine to-day and am pleased to state the features, geologically speaking, are very good—it being in the clay-slate formation near its junction with the granite, with similar strata to the neighbouring mines.—Fowey Consols—which gave very large profits. Your sett is of good extent, and is traversed by several lodes and cross-courses, and the facilities for economical development are very good, there being a splendid stream of water available for pumping and winding when required, with the hill rising fast in the direction of the caunter lode on which the adit level has already been driven 100 fms. south, and is expected shortly to reach the east and west lode (at, I should say, about 40 fms. deep), where you may look for a very valuable discovery being made. The lode in the adit is a very promising one, and in places it yields some good copper ores in the gossan, and as some of the backs are stoped away, I presume the ores were in paying quantities. There is another parallel lode, 14 fms. west, of a promising appearance, and underlying faster than the other, consequently they will unite in depth, and I think will be found profitably productive. This is a point which, although of secondary importance to the east and west lodes, should not be lost sight of. In conclusion, I would add that there are but few mines of such promise which can be proved for so little money.

PELYN WOOD.—Sept. 29: We continue to make good progress in our drivage on No. 1 caunter lode, and every effort will be made to reach the east and west lodes with all dispatch. No. 2 lode presents a similar appearance to that already reported. I hope next week to be enabled to report on the lode north of the shaft. I regard our prospects as very encouraging.

PENHALE AND BARTON.—James Evans, Sept. 28: The end driving in the 30 continues through ground congenial for tin. The 20 cross-cut, driving north, an east and west course is intersected, but there has not been enough yet seen of it to judge of its value. The cross-cut driving towards Barton No. 1 lode is now driven to within 5 or 6 fms. of this lode, and in the last 2 fms. driven we have intersected several east and west branches, all producing tin and dipping into this lode through ground that is all a practical miner could desire. The stopes in the back of the 20 are yielding rich quality tinstone in great abundance. Both pumping and stamping engine are working beautifully, as is also all our other machinery.

PIONEER.—H. B. Vercoe, Sept. 29: Silver-Lead Mines, Holywell: Bessie's Shaft: The 40 yard level north continues to open out in a rich course of lead, producing 3 tons per fathom, and during the past week we have drawn to the surface a splendid pile of lead, and have many tons of pure lumps of galena stacked in the lead house.—Blackwell Shaft: The 100 yard level having without doubt reached the footwall of the Pant-y-Pydew lode we are now driving west along its course. I never saw a finer-looking lode than there is in the forebreast to-day—a mass of carbonate of lime, gossan, and clay, with occasional lumps of lead. I do not think it possible for these workings to be far from a rich deposit of ore, the character of the lode being only such as is found in the immediate vicinity of important shoots of ore. I advise a level to be driven east also, as I have the strongest grounds for believing that it would soon discover something valuable.—New Shaft: The ground is rather hard, and progress slower.—Engine-Shaft: There has been nothing done in the 75 nor 82 yard levels since my last report, the water having risen owing to the heavy rails. In the 60 east the men are clearing and securing the old level from the engine-shaft to the north cross-cut; this will be finished in a few days, when work will be resumed in the forebreast of the main level. Washing lead progresses well, and you can reckon on 20 tons at least for the next Holywell ticketing.—Copper and Lead Mine, Harlech: There is no change in the deep adit level driving south on copper lode.

POLROSE.—W. Bennetts: The lode in the 100 east is 2 to 2½ ft. wide, of much the same description as before reported, yielding saving work for tin. In the 100 west the lode is 2 ft. wide; the ground here is becoming more settled, and we shall soon be under the point, where the lode began to improve in the 90. We are making good progress with the rise above the diagonal shaft. There is no change in the 90 west calling for a remark. We have a considerable increase of water in the 90 cross-cut south, which somewhat impedes the men's progress. Since my last report we have taken down some of the lode both east and west of the 90 cross-cut north; the lode in each end is composed of copper ore, blende, mundic, and a little tin, but looking best at present going east, where it is fully as strong as at any point, where it has been yet seen. The western adit men have cleared up about 9 fms. of the old shaft I referred to last week.

PRINCE OF WALES.—S. Roberts, G. Rowe, Sept. 28: Watson's engine-shaft is sunk to the 102, and the men will now prepare for driving, cuttiug plat, &c. In the 90 end east, the men are working by the side of the lode, which, when last taken down, was 2 ft. wide, producing rich stones of copper ore. In the rise in back of this level, lode 4 ft. wide, producing some rich copper and good stamping work for tin. No change in the stope from No. 1 rise, in back of this level, since last reported on. The 90 end west, no lode taken down since last week; but we think it is improving in the extreme end, and shall as early as possible clear the end and take it down. No other change worthy of notice.

ROMAN GRAVELS.—A. Waters and Son, Sept. 29: No change in the 125, north or south of new engine-shaft, since the meeting on Tuesday last. The 110 south is in a lode 7 ft. wide, worth 1 ton of lead ore per fathom. The 95 south of Robert's winze, is worth 2½ tons per fathom. The 80, south of Evans' winze, on the east portion of the lode, is worth 1 ton per fathom. No change in the 80 south on middle part of the lode. The 65 south is in a lode 5 to 6 ft. wide, worth quite 14 tons per fathom. The stope behind the end is worth quite 9 tons per fathom. The winze below this level is worth 4 tons per fathom. The stopes generally are unaltered since the date of our general report. We have to-day sampled 200 tons of lead ore, for sale next week.

SILVER HILL.—G. Rickard, Sept. 29: We have to-day passed through as good a looking branch as I have yet seen in extending the tunnel, consisting principally of silver-lead, blende, and copper ore of good quality; the branches being so full of mineral, I consider very encouraging, and lead me to expect a productive lode when intersected. The water is still coming from the forebreast of the tunnel, and the ground is all that can be desired, both for progress and the production of mineral. The men are working with good spirits, and every endeavour is being made to drive 25 fms. this month. The machinery, both at surface and underground, continues to work satisfactorily.

SORTRIDGE COPPER.—Wm. Skewis, Sept. 29: The lode in the 30 fm. level east of cross-cut is from 5 to 6 ft. wide, producing good tin and copper, altogether a very fine looking lode, and such as will yield large quantities of the above mineral at this and deeper levels. In the slope in bottom of 30 west the lode is worth 10*l.* per fathom. The clearing of the deep adit is still progressing favourably, and I very hopeful of being shortly able to accomplish that for which we started.

SOUTH CARBIS.—W. Tregay, Geo. Johns, Sept. 29: We have sunk the engine-shaft 15 fms. from surface, and cross-cut to the Golden Calf lode. The lode here is worth 12*l.* per fathom for tin, and shows every indication of a richly-productive and important tin lode.

SOUTH CONDURROW.—Wm. Rich, Wm. Williams, H. King, Sept. 28: We are busily engaged fixing double skip-road in Marshall's shaft, and hope to complete this work by the end of the week. The ground is moderately easy for driving. In the 70 cross-cut south the lode is not yet intersected. We are still cross-cutting through the lode in the 93 east. There is very little alteration to notice in the pitches and bargains since our report of last week.

SOUTH DARREN.—H. James, Sept. 29: I have been through all the underground bargains to-day. The sinking of the shaft is progressing well. The lode in the 120 east is producing good lead and copper ores, and promising. In the 110 end west the lode is worth from 1 to 2 tons of lead ore per fathom. All the other points are about the same as reported last week. We intend to sample on Saturday next 45 tons of silver-lead ore, for sale on Friday, Oct. 7.

SOUTH DEVON UNITED.—William Hooper, Sept. 29: The lode in the 110, east of Brook engine-shaft, is 4½ ft. wide, with a value of 20*l.* per fathom, this end has been driven through a good lode for many fathoms in length, and I have no doubt it will continue to lay open valuable ground for stoping, as its being extended east, which is being done with all speed by six men. The lode in No. 1 stope, in the back of this level, is 3 ft. wide, with a value of 7*l.* per fathom. No. 2 ditto, the lode is 3 ft. wide, with a value of 7*l.* per fathom. No. 3 ditto, the lode is 3½ ft. wide, with a value of 10*l.* per fathom. The lode in the 100, east of Brook engine-shaft, the part carrying is 5 ft. wide, composed of capel, quartz, mundic, and stones of copper ore. Judging from the appearance and character the lode presents, we have every reason to believe as the end is extended east, that large quantities of copper ore will be found. The lode in the stope, in the back of this level, is 3 ft. wide, with a value of 6*l.* per fathom. The lode in the 90, east of Brook engine-shaft, is 5 ft. wide, composed of capel, quartz, mundic, and copper ore, a very promising looking lode, and cannot from its general character fail in returning large quantities of copper ore. No. 1 stope, in the back of this level, the lode is 2 ft. wide, with a value of 6*l.* per fathom. No. 2 ditto, the lode is 3 ft. wide, with a value of 7*l.* per fathom. The lode in the 80, east of Brook engine shaft, the part carrying is 5 ft. wide, composed of capel, quartz, mundic, and stones of copper ore. I am pleased to say the end has become a little easier for driving, consequently better progress is being made. No. 1 stope, in the back of this level, the lode is 4 ft. wide, with a value of 11*l.* per fathom. No. 2 ditto, the lode is 5 ft. wide, with a value of 12*l.* per fathom. The lode in the adit, driving west of Old Sump shaft, is 4 ft. wide, composed of beautiful gossan and stones of copper ore. Martin's shaft, the men are now in regular course of sinking and good progress is being made; this shall be kept going with all possible speed. We are pushing on with the dressing of ore as fast as possible, and will endeavour to get as much as can be for our next sampling.

SOUTH FRANCES.—Charles Craze, Sept. 27: There is no change whatever in the underground department of this mine since my last report. The water, which has been in since we changed the pitwork in Marriott's shaft, is now drained low enough for all the stopers in the bottom to resume their work. We are raising large quantities of fair average quality tinstuff, and are putting up another additional axle to the stamps to treat the same. Next week is our account, when a full and detailed report of the mine will be presented.

SOUTH PENSTRUTHAL.—Stephen Davey, Sept. 29: At Walton's engine-shaft the angle-bob at the 50 is fixed, with rods, pole, &c., to the 60, and fork lift dropped about 7 fms. below; the cutting down of remainder to the 70 will be resumed as soon as the water is forked. Bob, &c., working well. At Flat-rod shaft the water is forked to the 70 and fork lift dropped about 4 fms. below, progress in forking so far very good. The 30 cross-cut south has been cleared and secured to the end and driving resumed. We expect to reach the lode in about 10 or 15 fms. further driving.

SOUTH TOLCARNE.—T. Angove, S. Arthur, Sept. 28: The lode in the engine-shaft sinking under the 60 is 5 feet wide, worth 10*l.* per fathom. The lode in the 60, west of engine-shaft, is 6 feet wide, and worth 10*l.* per fathom. In the eastern level at the 60, we are still driving north without any change. The 50 end east of the engine-shaft (55 fm. level), the lode is large, producing saving work for tin. The tin stopes in the back of the 50 and bottomof the 40, are producing good quality stuff. The lode in the rise in the back of the 30 is worth 5*l.* per fathom. We are stocking our tin stuff on the mine, until we erect stamps. The men are clearing foundation of house for the whim engine.

TAMAR (Silver-Lead and Fluor-Spar).—R. Goldsworthy, Sept. 29: Good progress is being made in sinking the new shaft, which is now down about 13 fms. We are pleased to say we have cut the north slide in the 57, south of which the ground in the upper levels has been all taken away for a long distance, which proves the lode must have been productive, and we hope to find it equally valuable here. The ground in the 27 cross-cut is wet, and troublesome for driving; in the joints we find faces of mundic and spots of silver-lead, showing the ground to be highly mineralised, which speaks well for the lode when intersected, and it will be a valuable one. In the 27 south the lode is 4 ft. 6 in. wide, composed of friable spar, mundic capel, flookan, and rich stones of silver-lead—a fine looking lode, and judging from the great similarity of this and where it made such rich deposits of silver-lead in the old South Tamar Mine we see no reason to doubt as the end is extended but that similar results will be found.

TANKERVILLE GREAT CONSOLS.—Arthur Waters and Son, Sept. 29: Tankerville: The 220 east, on No. 1 north lode, is worth 2 tons of lead ore per fathom. The 220 west, on same lode, has improved since yesterday, and is now worth 4 tons of lead ore per fathom. No change in the 206 cross-cut. In the 192 west of Watson's shaft cross-cut the lode is widening out and improving for lead ore as we go forward; now worth 15 cwts. per fathom. All other points as when reported on yesterday.—Pennerley: In the 120 east, on Big Ore lode, the vein is 4 ft. wide, producing good ore stuff, all of which is being sent to the dressing-floors. The 120 west of cross-cut on Warm Water lode is producing good stones of lead ore, and the vein is getting wider day by day. The 80 driving east on Big Ore lode is worth 15 cwts. per fathom. The stopes and other points just as last reported. We have cleared and secured Potter's Pit shaft from surface to Purslow's plat—a depth of 33 fms.—Bog: The water is 4 fms. 5 ft. below the 90. Engine and pit-work doing well. The shaftmen are repairing the ladder winze from the 80 downwards, following the water. We are also clearing and securing the 70 and 80 west of the engine-shaft, and hope to reach the forebreasts shortly All other points are without change to notice since last reported on.

TAVISTOCK GREAT CONSOLS.—H. Treganowan, Sept. 23: Very fair progress has been made in the rise in the back of the deep adit level, 3 fms. 3 ft. being the present height. I find the air to be very dead. I have put two of the men to sink a winze in the bottom of the level above in order to meet the rise below, and I hope by so doing greater progress will be made.

TEMPLE.—Sept. 28: Champion Lode: In driving west the character of the end continues as for some time past, composed of clay-slate, with a large quantity of quartz and carbonate of lime, spotted throughout with blende and a little lead occasionally. We are of opinion that at a greater depth, or further west, where the mountain rises very rapidly, this lode will be found productive, as it is in the adjoining mine at the same depth. Machinery working satisfactorily.

TIN HILL.—G. H. Eustice, John Hollow, Sept. 29: The new engine-shaft is being sunk by nine men; now down nearly 11 fms. In sinking this distance the lode, which was standing to the north, having a south underlie, has come into the shaft, and we now have it nearly 7 ft. wide without having yet seen the north wall. This is a very promising lode, containing rich stones of tin. In sinking the winze below the 5 fm. level from Tabb's shaft, the rich branch of tin in the lode maintains its size and character, but the sinking is occasionally interfered with after heavy rain by an accumulation of water, which, however, soon subsides by percolating through the lode into the new engine-shaft, which is from 3 to 4 fms. deeper than the winze. When the above shaft and winze are sunk to the 15 fm. level we purpose driving and communicate, and thus lay open what we believe will be a good section of paying tin ground. The Farm shaft has been cleared up and cased and divided to the bottom (16 fms.), and we are now engaged in clearing the cross-cut from this point, in order to resume the driving from where the former workers left off, so as to get under and communicate with the large extent of workings gone down on the Plixy lode, and thus be in a position to work this part of the mine in the most economical manner. The different stopes in the back of the 10, both on the south Plixy and red lodes, are yielding the usual quantity of tinstuff. The laying out of the stamps floors is being proceeded with as fast as possible, and we hope by the end of this week it will be so far advanced as to dress the tinstuff that will be available by continuous stamping, by day at least. The engine and pumping gear at both shafts are working very satisfactorily, as well as all other operations throughout the mine. We are now engaged making a plan of the surface and underground workings, which shall shortly be forwarded to the office.

TRESAVEAN.—Captain Josiah James: We have cleared the adit from 10 to 1100 fms. in length, but I find the old miners in working the backs have put some attle in the cross-cut leading to Harvey's engine-shaft, and we are obliged to open another adit shaft near that place and secure it, so as to draw the debris to the surface. We have made very good progress considering the difficulties with which we have had to contend. There are two men securing a footway shaft near the counting-house about the centre of the mine to get to the adit towards Williams' engine-shaft, which will be used in future as a permanent footway for this part of the mine. Harvey's shaftmen are doing good duty in repairing the same. All the decayed wood is taken out about 10 fms. below the surface and replaced with new; very little remains to be done under this place and above the adit. The roof is put on Harvey's engine-house, and the masons are now busy building the new loading in the same, which will be finished by the end of next week, when we shall be ready for the 90-in. cylinder engine. I shall then put the masons to build the house and loading for the steam capstan; this will be pushed on with all speed to get the pitwork ready in the shaft by the time the 90-in engine is put in. We have a man clearing the valves and gear of the steam stamps, and I expect two stamp axles in a few days, and shall hasten on this part also, so as to return some tin as soon as possible. I am pushing the work forward with all possible speed, in order to get as much done as we can before the winter sets in.

TREVINCE CONSOLS.—John Mayne, Sept. 29: Wheal Moor lode is of the same value as last week—worth 15*l.* per fathom. Middle lode is improving as depth is attained, producing more copper, and no doubt in a few fathoms deeper it will be a large course of copper ore. No other alteration to remark.

VAN CONSOLS AND GLYN.—James Roach, Sept. 28: The 70 west of Murray's shaft is now free from grit-stones, the breast contains stones of blende and spots of lead. I think we shall soon enter good lead bearing ground. Cross-cut driving south in lode at 60 contains solid pieces of ore in the fissures. Winze sinking under 60 contains stones and a mixture of lead throughout. This operation is quite insufficient to test the value of the lode at this point, which is 40 to 50 feet in width. We hope to get the bottom level under this at an early date. The 50 west of Gundry's is still in limespar strongly impregnated with blende. The ground is a little easier for driving, let at 95s. per fathom. The stopes, five in number, continue the same for lead as for some time past tributers still working in roof of 40 at 90s. per ton of cleansed lead. We have in the mine dressed and to dress 22 tons of lead. My report for the shareholders meeting to be held on the 30th inst., will contain a descriptive account of all work done underground, with quantity of lead raised and sold during the last six months, and sundry other information.

WALKHAM UNITED.—William Phillips, Sept. 28: We hope to effect a communication to the winze from adit level this month by continuing the rise from the 20. When this is done the work from the stopes east and west of the winze can be taken to plat with greater advantage, and by obtaining good ventilation; by this means the 20 can be pushed forward with speed. We shall put in timber over the winze, and fix tramroad. When this is done I consider we shall be able to keep the present number of stamps going continuously from the stopes in the bottom and back of adit level. The adit east is being driven by the side of the lode, and the stopes continue to yield good work for the stamps. The weather is very favourable for our surface works, which are being pushed on as vigorously as possible, and we shall commence burning next week.

WEST CARADON.—N. Richards, Sept. 28: Vivian's lode, in the back of the 50, is a little improved, and yielding from 2 to 2½ tons of copper ore per fathom. The same lode in the back of the 38, east of cross-cut; is also slightly improved, yielding over 2 tons of copper ore per fathom. No other change to notice since last week's report. Next week a full report shall be sent you.

WEST CHIVERTON.—R. Southey, Sept. 29: The eastern ground east of Hawkes' shaft is much the same as last reported. No. 1 stope is yielding rich lead work. The only change in the 70 cross cut is the ground is a cleaner killas than we have ever seen it before, the end letting out a large quantity of water. We shall sample this week 50 tons of lead ore; have just sampled 150 tons of blende. No other change to notice.

WEST CREBOR.—John Andrews, Sept. 28: The engine-shaft is now down 30 fms. 3 ft. below the surface, at which point we purpose fixing a 9-in. plunger lift, and driving levels east and west of shaft; but we shall sink 6 or 8 ft. further, when we shall commence to cut ground for bearers and cistern, and fix the plunger lift. There is no change in the lode in the shaft since last reported on.

WEST DEVON GREAT CONSOLS.—George Rowe, Sept. 28: We are progressing very satisfactorily in taking out foundations for the engine-house, boiler-house, and balance-bob, and all other necessary work thereto belonging, and have this day commenced the building.

WEST GODOLPHIN.—T. Hodge, F. Hodge, Sept. 26: Everything is going on well here, both above and below ground. In the underground department we have no change worthy of note since our last, except in the 50 west end. The lode here is becoming stronger, and letting out more water as we extend. This end is going out in whole ground, and if we meet with a good lode here, of which we feel sanguine, it will greatly enhance the value of this property. Friday next is our setting-day, when a full report will be sent you.

WEST KITTY.—Wm. Vivian, Sept. 29: In the 72, driving east, the lode is worth 16*l.* per fm. In the 72, driving west, the lode is 4 ft. wide, producing a little tin, but not to value. In the rise in back of the 72 west the lode is 4 ft. wide, producing rich stones of tin. In the 60, driving east, the lode is worth about 50*l.* per fm. In the 50, driving west of rise, the lode is worth 30*l.* per fm. Good progress is being made in the cross-cut driving east of engine-shaft, in the 60 fm. level.

WEST LISBURNE.—L. Glanville, Sept. 29: Shop Shaft: In the cross-cut driving north through the lode from the 14, east of shaft, the men have driven 7 ft., but are not yet through the lode. The men are making fair progress in driving the 24 east. The wheel-pit was finished on Saturday last. The labourers are getting on well with the stope from the river. Nothing else calls for remark this week.

WEST POLBREEN.—Wm. Vivian, Sept. 29: There is no change to notice in the underground operations since last week.

WEST WHEAL TOLGUS.—John Gilbert, Sept. 29: The lode in the 105, driving west of Richards's shaft, is 4 ft. wide, composed of spar and peach, and yielding stones of copper ore, but is rather disordered with patches of killas, and spare for driving. The lode in the 95, driving west of shaft, is 4½ ft. wide, yielding a little copper ore, and looking promising for an improvement. There is no change in any of the stopes since last reported.

WEST VOR.—S. Harris, Sept. 29: The lode in the adit level, driving east of cross-cut, continues about the same as reported last week—2 ft. wide, the south part producing good work for tin, and letting out strong water from the bottom. The appearance is everything that we could desire at the depth.

WHEAL BOYS.—W. T. White, Sept. 28: We are getting on very satisfactorily with what we consider the most important work at present to be done, that is in clearing the shaft and levels of stuff, which we have nearly completed to the 40 fm. level. We have been through the 40, and the same favourable indications presents itself here in connection with the lodes as in the upper levels. We are now fixing the ladder road to get to the 50, which we expect to do in the course of a day or two. From the best authority I can get I find the bottom level of this mine is at the 60, and from the underlie of the Cardrew lode to the south, and the tin lode as well as the copper lode to the north, a most valuable junction must take place between these lodes at the 70. Having tested the underlie of these lodes in the upper levels, I can speak somewhat correctly respecting it, and all the lodes yet discovered in the mine have been extensively worked, which shows shows they have been productive. The copper lode to the south, referred to in my last, is yielding some excellent quality ore, and altogether I consider the prospects of the mine very good indeed.

WHEAL COATES.—W. H. Martin, September 23: The 80 cross-cut is extended south 10 fms. 4 ft: during the month the ground has been principally composed of light blue killas, intersected with prian joints, these joints producing tin. Although we have not cut the Wheal Kitty lode it is evident that we are in mineral ground; driving by six men, at 7*l.* per fathom. The 70 east is driven from shaft 59 fms.; driving by three men and three boys, at 12*l.* per fathom. This last month we have met with several small vughs of soft gossan, and large lumps of mundic and spots of copper. It yields tin throughout, but not sufficient to value. The 70 west is extended from the No. 2 winze 37 fms.; driving by eight men, at 14*l.* per fathom. Since we intersected the small cross-branch the lode is composed of more capel, red and brown iron. This week the south part shows more light peach and gossan. In the last parcel of tinstuff drawn and sampled the produce was not quite so good; now worth 7*l.* per fm. for tin. At present I am not in a position to say when we shall strike the cross-course. I have been expecting to do so for several fathoms. Judging from dialling, if the cross-course seen in the cliff stood perpendicularly we should have intersected it, but it is evidently dipping west, and at a depth of 70 fms. no one can say to a few fathoms where it will be met with, as in this property it has not been seen below adit. The 50 east is extended from the shaft 40 fms.; driving by two men and two boys, at 3*l.* 10s. per fathom, and 10s. tribute, and worth for tin 6*l.* per fathom. Next month we propose to sink a winze in the bottom of this level to communicate with the No. 2 rise in the back of the 70 east, which will greatly facilitate the working of the eastern part of the mine, not only ventilating the 50 and 70 east levels, but opening up stoping ground.—Stoping: Stope in the bottom of the 70 west, east from winze, by three men and three boys, at 3*l.* 15s. per fathom; worth 7*l.* per fathom. A stope in the bottom of the 70, west from winze, by three men and three boys, at 4*l.* per fathom; worth 7*l.* per fathom. No. 1 rise to stope in the back of the 70 east, by six men, at 4s. 6d. per ton, and worth 7*l.* per fathom. No. 2 rise to stope in the 70 east, by six men, at 4s. 9d. per ton; worth 6*l.* 10s. per fathom. No. 3 rise to stope in the back of the 70 east, by two men, at 5s. 3d. per ton; worth 6*l.* per fathom. A stope in the back of the 70 west, by four men and four boys, at 5s. 6d. per ton; worth 7*l.* 10s. per fathom. A stope in the back of the 70 west near the end, by two men and two boys, at 6s. per ton; worth 8*l.* per fathom. A stope in the back of the 50 east, by four men and two boys, at 5s. 9d. per ton; worth 6*l.* 10s. per fathom.—Tribute: A pitch in the back of the 70 west, by three men and three boys, at 12s. in 1*l.*. A pitch in the back of the 60 west, by six men, at 13s. 4d. in 1*l.*, and the same in the back of the 50 west. We have drawn and stamped over 800 tons of tinstuff. Wednesday's sale will be a little over 8 tons.

WHEAL CREBOR.—G. Rowe, H. Phillips, Sept. 27: The lode in the new shaft, sinking below the 120, is 5 ft. wide, producing good stones of ore. The lode in 120 east is 6 ft. wide, and worth 6*l.* per fathom. The lode in the 103 east is carried 6 ft. wide, principally hard capel and spar, with stones of mundic and ore. The ground in the 103 cross-cut north is improved during the past week, and congenial for the production of minerals. The lode in No. 1 stope in the back of the 103, east of the new shaft, is worth 30*l.* per fathom. The lode in the No. 2 stope, east of rise in the back of the 103, is worth 45*l.* per. fathom. The lode in the No. 3 stope, in the back of the same level (the 103), is worth 85*l.* per fm. The lode in the No. 4 stope, in the back of the same level east, is worth 8*l.* per fathom. The lode in the rise above the 95 is worth 15*l.* per fathom. Our pit and timber men are progressing very satisfactorily in sinking down and fixing main rods and stays, pullies, &c., in the new shaft. All other points of operation are without change.

WHEAL FORTUNE.—W. Knott, Sept. 28: We have intersected the cross-course in the 44, west on the Well lode, and find it about 10 in. wide, composed of a leading branch of quartz and decomposed killas, bordering on flookan. The lode in this end is 12 in wide, composed of quartz, prian, flookan, and carbonate of iron, interspersed with silver of good quality. We shall get through this cross-course in a day or two, when we shall be in a position to report more fully. The lode in the end of the 40, west of north cross-cut (Wheal Brothers), is much improved both in size and quality, being now 2½ ft. wide from wall to wall, with a leader 10 in. wide, composed of quartz, peach, and prian, thickly interspersed with good quality copper, and worth at least from 5 to 6 per cent. copper, and 14 to 16 ozs. of fine silver per ton. This lode is of a highly promising character, and is standing entire from this level to the surface, which is 75 fms. high for nearly the whole length of the sett. This gives quite a new feature to this part of the mine, and from the very recent improvement in this lode in driving 2½ fms. west of the cross-cut, we may reasonably expect further and greater improvement, and that this mine at no distant period will rank amongst the the first class in Cornwall. At Bennett's shaft, in the 30 west, no lode has been taken down since last report. In the end of the 30 east the lode is 4 ft. wide, with a leader of carbonate of iron 2 in. wide, from which we have broken during the past week three bags of silver ore of moderate quality. From the general character of the lode in this end we are daily expecting great improvement.

WHEAL GEORGE.—C. Kneebone, Sept. 28: The winze is now down 5 yards 1 ft., and we have little or no water, except what finds its way down from surface. We have lost a little time this week in putting in wall-plates, &c., to secure the hanging side, but have now resumed sinking, and have to-day taken down the lode in the eastern end of the winze. We do not find so much blue lead as when taken down before, but I have not in this district ever seen a more promising lode; the whole of the bottom of the shaft is a mass of rich gossan and carbonate of lead, with occasional solid lumps of galena; the stroke of the pick may at any moment reveal something richer than we have yet seen. In the pit on the intermediate lode we have not yet got the lode to full size, but have some rich branches of gossan containing carbonate of lead. Tram wagons, kibbles, &c., are ordered, and I am daily expecting the rails at the station, after which we shall make more dispatch.

WHEAL GRENVILLE.—T. Hodge, Sept 27: The 190 east end is improving as we extend; present value 8*l.* per fathom. In the 178 east end we have a very good improvement; the ore bearing part of the lode is 20 in. wide, of spar, peach, oxide of iron, and rich work for tin; remainder part of the lode produces low quality tinstone; altogether a very nice looking lode indeed; I will value it in my next. The 165 east end is worth 8*l.* per fathom; we have a pare of men shooting out the footwall part of the lode, just behind said end; it is opening out very well, showing some good work for tin. The 150 east end is worth 14*l.* per fathom; the ground is hard, which renders progress slow. In the 100 north cross-cut we are still passing through lode stuff; no sign of any north wall; water issuing out strong, but the vein stuff is not so good for tin. The 140 east end is worth 12*l.* per fathom. No other changes. Surface work being pressed forward as usual.

WHEAL JANE.—J. Reed, Sept. 28: On Saturday last, our usual setting day, we set the following bargains:—To drive the 60 cross-cut north, by six men—to carry the level 9 ft. long and 6 ft. high—at 13*l.* per fathom I am pleased to state this cross-cut is laying open valuable ore ground as it advances through the north part of the great flat lode. To stope the back of the 60, west from cross-cut, by six men, at 8*l.* 10s. per cubic fathom; worth for tin 15*l.* per fathom. To stope the bottom of the 50, west from Tremayne shaft, upon the great flat lode, by six men, at 8*l.* 10s. per cubic fathom; worth for tin 14*l.* per fathom. The tribute pitches throughout the mine upon the great flat lode are looking well, and the men getting high wages.—Ready Money Lode: To stope the back of the deep adit level, east from Gilbert's shaft, and east from rise, by six men and two boys, at 3*l.* per fathom; worth for tin 8*l.* per fathom. To drive the shallow adit level, east from No. 1 cross-cut, by six men, at 5*l.* 5s. per fathom; lode 3 ft. wide, worth for tin 8*l.* per fathom. This lode to drive west from cross-cut, by six men, at 5*l.* 5s. per fathom; worth for tin 8*l.* 10s. per fathom. To drive the deep adit level, west from cross-cut, upon Ready Money lode, by four men, at 5*l.* 5s. per fathom; worth for tin 7*l.* 10s. per fathom. A cross-cut to drive south from Gilbert's shaft to cut the Ready Money lode, by four men, at 8*l.* 10s. per fathom. The sumpmen are engaged cutting ground for bearers and cistern at the 60. We sold last week 9 tons 17 cwts. of black tin, realising 566*l.*, which we hope to maintain.

WHEAL JEWELL.—Joseph Tregoning, Sept. 24: Setting Report: The 70, to drive east of engine-shaft on north side of lode, by six men, at 7*l.* 15s. per fm. The 60, east of cross-course to drive, by six men and one boy, at 4*l.* 15s. per fm.; lode producing a little copper ore to dress, and improving as we advance. Stope in back of this level, by two men and two boys, at 25s. per fathom; yielding 1 ton of ore per fathom. The 50, to drive east of cross-course, by four men and two boys, at 3*l.* 10s. per fathom; lode 12 ft. wide, the bearing part 3 ft., and producing quite 3 tons of grey and yellow copper ore per fathom. Two stopes in the back, by four men and two boys, at 25s. per fathom; producing 2 tons of ore per fathom. The 40, east of cross-course, to drive by two men, at 45s. per fathom; lode 5 ft. wide, composed of friable spar, blende, with a little copper ore, not to value. A winze below the 40, east of cross-course, to sink by two men and one boy, at 50s. per fathom; this winze being over the 50 end, gives us to hope of meeting with a productive lode in sinking it. The 50 cross-cut to drive north, by two men and two boys, at 3*l.* per fathom; recently here the ground has changed from blue killas to a mixture of capels and elvan, with small veins of rich yellow copper ore. Much water is coming from the end and the sides of level. The new shaft to sink, by nine men, at 6*l.* per fathom; down 28 fms. 4 ft. 6 in. from surface, and expect to communicate with the 40 in about six weeks from this date, which will not only improve the ventilation but quickly effect a great saving in working the mine. Our next sampling of copper ore, estimated to be from 90 to 100 tons, takes place on the 18th proximo.

WHEAL PEEVOR.—W. T. White, T. C. King, Sept. 26: Setting Report: The engine-shaft to sink below the 90; the progress made in sinking during the past four weeks is very satisfactory, having sunk 10 ft. With a continuation of this speed of sinking we shall soon reach the 100; the shaft is now down between 6 and 7 fathoms. The 90 to drive west, at 9*l.* per fathom; a most favourable indication is now presenting itself in connection with the lode in this end. There is a side lode now coming in from the north, we have cut into this about 12 in., and it has every appearance of being productive; we shall be in a position to speak more clearly on this in the course of a few days, but from its present appearance we consider it an important point. The 90 to drive east, at 9*l.* 5s. per fathom; the lode is the full size of the end, and worth 10*l.* per fathom. The 80 to drive west, at 6*l.* 15s. per fathom; the lode is worth 10*l.* per fathom. The rise in the back of the 80 east at 5*l.* 5s. per fathom; the lode is very kindly, worth 12*l.* per fathom. The 80 to drive west, on middle lode, at 5*l.* 10s. per fathom; the lode is worth 15*l.* per fathom. The 80 to drive east, on the middle lode, at 4*l.* 15s. per fathom; the lode is worth 10*l.* per fathom. The 70 to drive east, on

the middle lode, at 5*l.* 15s. per fathom; the lode is worth 10*l.* per fathom. The lode in the 70 west is worth 25*l.* per fathom. The cross-cut to drive north, west of cross-course, in the 60 west, at 7*l.* per fathom. A cross-cut to drive south, in the 60 west, at 9*l.* 10s. per fm. A cross-cut to drive south and east of Nicholl's cross-course, in the 60 east, at 6*l.* per fathom; we expect to cut the lode in this in another fortnight at least, being already as we think in its branches. We also set eight stages on tutwork, five of which are on the middle lode, at prices varying from 2*l.* 10s. to 4*l.* 10s. per fathom; the lode is worth in each about 10*l.* per fathom. Our tribute setting next month, from which and all other bargains on the lodes we are returning fair quantities of tin, and we consider during the past month our prospects have improved.

WHEAL PEEVOR.—W. T. White, T. C. King, Sept. 29: We have cut into the lode at the 90, west of engine-shaft, and are pleased to say it is worth fully 25*l.* per fathom. We have commenced a cross-cut at the 80 to intersect this lode, which, we think, is not far off.

WHEAL UNY.—Henry Eddy, Sept 29: The cross-cut at the 130 east (driving towards the south lodes) is still in a hard floor of capel, but although it has made against our drivage, we consider it a highly favourable indication, as hard capels are usually found in the productive lodes of the district. The 160 east is worth 8*l.* per fathom for tin and 14*l.* per fathom for copper. Both parts of the lode (which are separated by a defined wall) look very promising. We have only just broken the face of the north part of the lode, which we expect to be from 9 ft. to 10 ft. wide, in addition to the above. The 170 west has again been set to drive; there is only one wall of the lode seen here. The part carried (6 ft. wide) is worth 20*l.* per fathom. No. 1 stope is worth on an average (for the 10 ft. seam) 35*l.* per cubic fathom, but there are as yet no signs of any north wall; the farthest point reached north is worth 60*l.* per fathom. No. 2 stope is worth 18*l.* per fathom. The 160 west is worth 14*l.* per fathom. The rise in the back is worth 12*l.* per fathom. The new skip-road in Hind's engine-shaft will be completed from surface to the 170 this week; after which the surface erections will be proceeded with without delay. This new road (when put to work) will materially increase the discharge of stuff from the mine, so as to enable us to get a much larger quantity for the stamps, which will result in an increased quantity of tin. The pipes for conveying compressed air to the boring machinery have been completed from surface to the 170, and along the level to Hind's shaft, as well as to the end of the 170 west. The air compressing machinery will be fixed in a few days, when we shall be in a position to develope the mine in depth by sinking Hind's shaft, and longitudinally by extending the 170 west farther into the rich tin ground recently discovered.

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The Mining Market: Prices of Metals, Ores, &c

METAL MARKET—LONDON, SEPT. 30, 1881.

IRON.	£ s. d.	£ s. d.
Pig, G.M.B, f.o.b., Clyde	2 11 6	2 11 7
,, Scotch, all No. 1	2 12 3	2 12 6
Pars, Welsh, f.o.b. Wales	5 7 6	5 10 0
,, ,, in London	5 17 6	6 0 0
,, Stafford., ,,	6 15 0	7 5 0
,, in Tyne or Tees	5 12 6	5 15 0
,, Swedish, London	9 15 0	10 0 0
Rails Welsh, at works	5 7 6	5 10 0
Sheets, Staff., in London	8 0 0	8 5 0
Plates, ship, in London	7 10 0	—
Hoops, Staff.,	7 10 0	7 15 0
Nail rods, Staff., in Lon.	6 10 0	6 15 0
STEEL.		
English, spring	11 0 0	18 0 0
,, cast	30 0 0	45 0 0
Swedish, keg	14 10 0	—
,, fag. ham.	15 0 0	—
LEAD.		
English, pig, common	15 5 0	15 10 0
,, ,, L.B.	15 10 0	15 15 0
,, ,, W.B.	16 0 0	16 5 0
,, sheet and bar.	16 2 6	—
,, pipe	16 12 6	—
,, red	16 15 0	—
,, white	21 0 0	23 0 0
,, patent shot	13 2 6	—
Spanish	15 0 0	—
NICKEL.		
Metal, per cwt.	15 0 0	16 0 0
Ore, 10 per cent. per ton.	20 0 0	25 0 0
QUICKSILVER.		
Flasks, 75lbs., war. (nom)	6 10 0	—
SPELTER.		
Silesian	16 5 0	16 10 0
English, Swansea	16 15 0	—
Sheet zinc	20 15 0	21 5 0

TIN.	£ s. d.	£ s. d.
English, ingot, f.o.b.	101 0 0	102 0 0
,, bars ,,	102 0 0	103 0 0
,, refined	103 0 0	104 0 0
Australian	95 5 0	95 15 0
Banca nom.	98 0 0	98 10 0
Straits	95 5 0	95 15 0
COPPER.		
Tough cake and ingot.	66 10 0	67 0 0
Best selected	68 0 0	69 0 0
Sheets and sheathing.	74 0 0	75 0 0
Flat Bottoms	77 0 0	78 0 0
Wallaroo nom.	68 10 0	69 0 0
Burra, or P.C.C.	68 0 0	—
Other brands	65 0 0	66 0 0
Chili bars, g.o.b.	62 5 0	—
PHOSPHOR BRONZE.		
Alloys I., II., III., and IV.	£120 0 0	
,, VI. and VII.	135 0 0	
,, XI., Spl. bearing metal	112 0 0	
BRASS.		
Wire	6¾d.	—
Tubes	9¼	—
Sheets	9	—
Yel. met. sheath. & sheets	6¾d.–6½	

TIN-PLATES.*	per box.	
Charcoal, 1st quality	1 2 0	1 4 0
,, 2nd quality	0 18 0	1 0 0
Coke, 1st quality	0 18 0	0 18 6
,, 2nd quality	0 15 9	0 16 9
Black, per ton	13 10 0	—
Canada, Staff. or Gla. at Liverpool	12 0 0	—
Black Taggers, 450 of 14 × 10	30 0 0	—

* At the works, 1s. to 1s. 6d. per box less for ordinary; 10s. per ton less for Canada; IX 6s. per box more than IC quoted above, and add 6s. for each X. Terne-plates 2s. per box below tin-plates of similar brands.

REMARKS.—The Metal Market has for the most part continued to make further progress in an upward direction. There is from day to day apparently an increasing demand, and buyers generally display little or no reluctance in paying the so-advanced prices, while in addition to the regular trade that is doing, the markets are greatly supported and animated by the numerous speculative transactions which are of daily occurrence. It is this which gives so much life to the markets, not but that at the same time there is a very good regular trade doing, sufficient to give active employment to the several works and mills in the various manufacturing centres; but with advancing markets like the present, operators buy and sell, repurchase and resell upon every rise, thereby doing not only a large but also a profitable business for themselves. This sort of business too is greatly encouraged and stimulated by cheap money, and consequently as the prospects of dear money are at all events for the moment dispersed, we have another reason for the vitality in the markets. Again, the good railway traffic returns all tend to show that the home trade is in a healthy and improving condition. Hence we have several reasons existing, and enough to give continued vitality to the markets for some time to come, so that it appears that hesitating buyers are likely only to have to pay still dearer prices the longer they delay to effect their purchases. There is a general opinion prevailing that trade has already begun to permanently improve, and also that consumers hold very little stock, so that the prevalent idea is that large transactions will for some time to come have to be carried through, entirely irrespective of those done for speculative account. Trade generally has been quiet during the earlier part of this year, so that it is expected that business far in excess of the usual average will have to be done during the remaining part of the year. This being so, and also on account of there being no reason to anticipate that metals will form any exception to the general rule, the prospects of our individual trade are decidedly bright; and further than this, since trade generally often commences its revival by an increasing demand for metals, it is not only possible, but even probable, that those who have already expressed their belief that the existing activity is the forerunner of still greater vitality, and the commencement of a general resuscitation in trade, have formed the right and most correct opinion of the present state of affairs. Under these circumstances, it is for buyers to decide in what measure they should anticipate their future wants. In all cases, perhaps, this cannot be done to any large extent, because sellers mostly will not book for forward delivery unless higher prices be paid, while for buyers to purchase more than their present wants for immediate delivery, not only necessitates the inconvenience of holding stocks, but also necessitates the employment of a certain amount of capital; yet at the same time it would appear advisable for buyers to fully cover their current requirements, especially in those cases where prices have not as yet materially advanced.

COPPER.—This market has again been strong, and as the week has advanced better prices have been realized. It is worthy of note that, notwithstanding the extra business which is doing in this metal, compared with a few weeks back, there is an almost entire absence of inflation; but the same characteristic which has been prominent for such a long time past still prevails—viz., a steady, gradual improvement in prices. It will be remembered that before speculation was ripe upon this metal there was a similar steady upward movement in prices owing to a good regular trade which was then doing. Now, however, the movements in prices are somewhat quicker, because in addition to the good *bonâ fide* trade which is being transacted, there is also a fair speculative business doing, and it is not a little remarkable that with the improved statistics and to all appearance the bright prospect of this trade that speculators do not buy even more freely than what they have already done. It is true that a fair rise has been effected in the value of this metal, but the advance, it should not be forgotten, was originated from the execution of a large legitimate business, combined also with a more limited supply. Consequently stocks have been greatly reduced, and the present rise certainly does not appear more than it should have been with the great reduction which the last statistics showed to have been made in the total visible stock. The statistics for this month are not yet to hand, and the immediate future of the market will doubtless in a great measure depend upon whether they are favourable or not. If they show a reduction stock operators will in all probability continue to purchase largely, so that advanced rates would doubtless be obtained, but on the other hand if they are not deemed so satisfactory as could be desired, no material reduction in prices is anticipated, for the market appears too strong while it is supported by good deliveries, to be materially affected thereby.

IRON.—This market has for the most part continued strong. Fluctuations have occurred in pigs, but the tendency has chiefly been towards higher rates. The tone on the whole is decidedly good, and if there has been more selling at times than a week or two back, it is not an evidence that holders are losing confidence in the stability of the market, but rather prefer to take their profits, since invariably they can realize such handsome returns. Sales are undoubtedly freely made, but they are not only made to speculators. The heavy shipments prove that regular buyers have been purchasing largely, the enhanced rates forming hardly any check to the execution of orders. The large *bonâ fide* trade that is doing may not unlikely be the chief stimulus which is given to speculators to effect contracts. Week after week passes, and returns show good exports, comparing also favourably with those for the similar period of last year. For instance, the shipments from Scotland last week were nearly 5000 tons above what they were in the corresponding week of 1880, while in the two previous weeks the comparisons showed an excess of over 3000 tons for this year. Such figures as these form great encouragement to speculative operators, and especially as the total shipments for the whole of this year are much below those for the same time in 1880, it being thought that there is yet that deficiency to be made up, and consequently it will therefore require the continued effecting of large purchases. So far the production has not been reduced; in fact, in Scotland another furnace has been put into blast, and the public stock has still further considerably increased. In manufactured numerous transactions are reported, and list houses have this week advanced their price 10s. per ton, commoner descriptions also being somewhat dearer, and the several works are still briskly engaged with orders on hand. just at present, although there is a fair inquiry from India, yet business with that country is not particularly animate. Buyers' limits are too often absurdly low, and the present advancing tendency of the market makes business almost altogether impracticable. It would appear that Indian indentors will have to increase their limits in order to secure their iron, for our market is not exceptional in its activity. Foreign markets, with whom we have to compete, are also reported active, this being especially so in Belgium, which country is one of the greatest competitors to the British iron trade at the present time. The Glasgow warrant market has this week been of a fluctuating character, but the previous rise has generally been well sustained. On Monday the tone was steady, and business was done betwixt 51s. 8d. and 51s. 10d. cash. On Thursday the market opened at 51s. 9d., when a sharp reaction occurred, and down to 51s. was accepted; a slight rally then ensued, and 51s. 3d. was again realized. A steady but slow improvement was afterwards made, a fair number of transactions being carried through. The official quotation on Wednesday was 51s. 6d. to 51s. 4½d., and yesterday 51s. 7½d., the market closing to-day at 51s. 6d. to 51s. 7d. The foreign and coastwise shipments last week were 12,841 tons against 8072 tons for the same week of last year, being an increase of 4769 tons. The total shipments from Christmas to date this year have been 425,417 tons against 528,016 tons last year, and 388,588 tons in 1879. The number of furnaces now in blast stands at 121, and the stock in Messrs. Connal and Co.'s stores has been increased to 588,102 tons, or an increase of 2512 tons, The imports of Middlesbrough pig iron into Grangemouth last week were 7046 tons against 4499 tons for the corresponding week of last year, or an increase of 2547 tons, and which makes a total increase of 38,853 tons for the whole of this year compared with last. There is a very fair business said to be doing on the Cleveland market at Middlesbrough, and prices for the most part are steadily maintained, although transactions are reported at a somewhat wide range. No. 3 has been selling betwixt 42s. 3d. and 43s. 6d., with the usual difference for No. 4. Warrants are freely offered, the general quotation being 42s. 6d. for No. 3. In Connal's stores there is a slight decrease in the stock of 377 tons, the stock now amounting to 186,120 tons. Shipments of manufactured are rather larger, and prices show a slight advance. Ship plates are up 5s., and are now being sold at 6*l.* 10s. while bars and angles rule chiefly at about 5*l.* 17s. 6d. to 6*l.* The report from Wolverhampton gives a rise in prices, all marked iron advanced 10s., orders being refused unless full prices be paid, while manufacturers chiefly will not leave their quotations open. Galvanized sheets rule mostly at 8*l.* for singles, and good Staffordshire, Derbyshire, and Northampton pigs are 5s. dearer. As a criterion of the large business which is doing, three extra furnaces are said to be about to be started in this district. The rise in prices at Birmingham does not appear to have checked business, the demand still being of large dimensions. Branded iron is up 10s., and commoner qualities have advanced 5s. Sheets have also improved in value, ordinary qualities now offering at 8*l.* 5s. for singles, while the best descriptions are said to be selling up to 9*l.* All mine pigs, like manufactured, are dearer by 5s. per ton.

A very satisfactory report of the state of the trade comes from Sheffield, a general improvement in all its branches is becoming more and more apparent, and a very hopeful tone pervades the markets. The demand for plates is especially brisk, chiefly for ships and boilers. Prices all round are very firm, slight advances having at times been made. The trade in Wales is steady, and most of the mills are reported well off for work. Rails are about 5s. dearer than what they were a week or two back, while pigs are also somewhat higher. The advancing tendency of the markets here has produced a favourable effect upon the American market, and most brands of Scotch pigs out there are perceptibly dearer, while the turnover is reported good. Gartsherrie shows little change in value, No. 1 being quoted at 23·50 dols. to 24 dols. Glengarnock and Eglinton have advanced 2s., being quoted at 23 dols. and 21·50 dols. respectively. Coltness is 4s. higher, and now rules at 24·50 dols. Hematite pigs are 2s. dearer, the present price being 25 dols. Cleveland pigs are quoted at 19 dols. Scrap and old rails rule at 27·50 dols., being a fall of 10s. on rails.

TIN.—This market still continues very sensitive, and an extensive business at variable rates is recorded from day to day. For a while buyers are eager to purchase, and then immediately afterwards sellers are equally desirous to sell; so that it is very difficult, if not impossible, to form any opinion, and other matters of mining interest. There seemed to be dissatisfaction in all the districts at the present rate of wages, and a resolution was passed to the effect that the time was come when a substantial advance should be asked for, and, if needs be, enforced. It was arranged that every local centre should communicate with its employers, and report to a special meeting of the Union. The various districts pledged themselves to support the old custom of the granting of allowance custom to disabled miners, a custom which certain employers were trying to annul.

Arrangements are being made for the holding of a national sliding-scale conference of miners' representives from all the coal districts of England and Scotland at Birmingham on Oct. 19. Mr. Alexander Macdonald, M.P., is to preside.

Messrs. Lloyd and Lloyd, of the Albion Tube Works, Birmingham, have received a gold medal at the Adelaide Exhibition for their wrought-iron tubes and fittings.

sible, to predict with any amount of certainty as to what the future course of the market will actually be. It may, however, be well to state that, for the most part, during the week buyers have predominated; so that if this can be taken as a criterion of the future of the market, the chances are towards higher rates. Another thing which gives the idea that prices may further advance is the good price which was realized at the Banca sale last Wednesday, when 28,400 slabs were sold at an average of over 58 g., which is equal to 96*l.* 15s. in Holland. This tends to show that many buyers, at all events, look for dearer prices, which may not unlikely be realized, as the present stock continues light, and consequently is easily managed. With the excitable feeling which prevails, consumers appear quite at a loss to know whether it is advisable to in any way anticipate their future wants; so while sudden fluctuations occur, they for the most part buy only sufficient to meet current requirements.

LEAD.—This market is still very strong, while in some descriptions a further rise of about 2s. 6d. per ton has been effected.

STEEL.—The market continues without perceptible change, prices are for the most part steady, and a moderate business is doing.

TIN PLATES.—Business is rather quiet, and it is worthy of note that this is now the only branch of our trade where prices have not as yet advanced.

SPELTER.—A good business has been done, but the wants seem supplied now. Ordinaries 16*l.* 5s. to 16*l.* 10s.

QUICKSILVER has experienced an active demand at an advance of 5s., and the importers will not sell freely at 6*l.* 10s. The movement has been assisted by a better market at San Francisco, where stocks are reported to be light.

The dealers in the MINING SHARE MARKET this week have been chiefly occupied in the settlement of the fortnightly account, which, though not quite so heavy as the previous one, showed that a large amount of real, as well as speculative business, had been transacted. For the next settlement, a good many purchases have been made in tin mines in anticipation of a further advance in tin, and upon this, the rise or fall in shares from present prices will mainly depend. Many of them, however, have had such a rapid rise already, that a slight reaction may take place on realisation of time bargains. The principal business has been in Dolcoath, Carn Brea, Cook's Kitchen, Wheal Uny, West Frances, South Frances, West Basset, Pary's Copper, West Kitty, East Blue Hills, East Pool, Prince of Wales, Carnarvon Copper, Wheal Basset, Wheal Peevor, West Peevor, Gunnislake (Clitters), Polrose, and a few others.

TIN.—Up to the time of writing no further advance has taken place in the tin standards for ore; but tin has advanced and the Banca sale passed off well, the price being equal to 98*l.* per ton in London. Tin shares have been active. Blue Hills, 2¼ to 3; Carn Breas have advanced from 28 to 28½, 29½; Cook's Kitchen, 26 to 27; Dolcoath, 88 to 90; East Lovell, 2¼ to 2⅜; East Pool, 39 to 40; Mount Carbis, 3 to 3½; East Blue Hills, 10s. to 15s.; Drakewalls, ⅝ to ¾; Phœnix, 4 to 4¼; Polrose, ¾ to 1; South Condurrow, 10 to 10½; South Frances, 15 to 15½; Tincroft, 20 to 21; Kit Hill, ⅝ to ¾.

West Bassets have advanced to 14¼, 15; West Godolphin, 2 to 2¼; South Crofty, 11 to 12; West Kittys have declined to 8¾, 9¼; West Peevor, 14 to 15; Wheal Agar, 14 to 15; Wheal Basset, 5¾ to 6¼; Wheal Grenville, 11⅛ to 11½; Wheal Jane, ⅝ to ¾; Wheal Jewell, ½ to ⅝; Wheal Kitty (St. Agnes), 1½ to 2; Wheal Peevors have been better at 15 to 16; Wheal Uny, 3½ to 4. Killifreth, 35s. to 40s.; at the meeting the accounts showed a balance against the shareholders of 407*l.*, and a call of 1s. 6d. per share. The improvement which took place in this mine some weeks ago appears to have enabled the official to sell 1135 forfeited and relinquished shares for 186*9l.* 10s., making a profit in the transaction for the company of 541*l.*, and clearing off most of the debt. West Frances shares have been fluctuating; after reaching 20 they dropped to 17, and on Thursday again advanced to 20, and leave off 20 to 21. Goodevere, 1⅛ to 1¼; New Kitty, 2 to 2¼; North Penstruthal, 1 to 1¼.

COPPER is firmer, and we may look ere long for an advance in the standard for ore, and more business doing in shares. Bedford United have declined to 1⅝, 1¾; Carnarvon Copper, ¾ to 1; Devon Great Consols, 8 to 9; Devon United, 1 to 1¼; South Devon United, 1¾ to 2; Gunnislake (Clitters), 3 to 3½; Hingston Down, 1 to 1¼; Mellanear, 4 to 4½; Marke Valley, 1½ to 1¾; Mona, 9½ to 10½; Mona Consols, 1 to 1¼; Morfa Du, ⅝ to ¾; New West Caradon, 9s. to 11s.; Parys Copper, ¾ to 1; Prince of Wales, ¾ to ⅞; West Caradon, 1 to 1¼; West Crebor, ⅜ to ½; Wheal Crebor, 3¼ to 3⅜; West Seton, 16 to 18; Gawton, ¾ to 1. Devon Friendship, 1 to 1⅛; the new wheel is expected to be completed next week, and the various connections the following week; another parcel of arsenic will shortly be ready. Sortridge Consols, 1 to 1¼; the lode in the 30 is producing good tin and copper. South Caradon, 50 to 55; New Cook's Kitchen, 6½ to 7; South Penstruthal, ⅛ to ¾.

LEAD is firm, and there is every expectation that ore will advance in price, and it is most devoutly to be wished. Van, 9 to 10. Great Laxey, 17 to 18; the accounts, &c., prepared for presentation at the meeting are referred to elsewhere. Roman Gravels, 11⅛ to 12⅛; the mine sampled 200 tons of lead ore. East Roman Gravels, ¾ to 1; the mine has sampled 40 tons of lead ore and 20 tons of blende. Derwent, 1¼ to 1⅜; the 95 east is worth 32 cwts. of lead ore per fathom. Glenroy, ⅜ to ⅝; the lode in the back of the 25 is rich in lead and blende, 10 in. wide for 6 ft. long, the remainder of the stopes containing only blende. South Darren, 1⅜ to 1⅝; the lode in the 100 is worth 1 to 2 tons of lead ore per fathom; 45 tons will be sampled next week. Pandora, ⅛ to ¾; the lode in the shaft where taken down in the footwall is worth 1 ton per fathom. Great Holway, 5 to 5½; the 60 is worth 5 tons of lead ore per fathom; 100 tons of lead and blende have been sold during the month.

Tankerville, ⅜ to ½; at the meeting, particulars of which will be found in another column, the accounts from the commencement of the company in November last show an expenditure to the end of July of 13,341*l.* 17s. 10d., of this 6360*l.* 19s. is placed to capital account. The sales of lead ore have been 482 tons, 4489*l.* 1s. 6d.; blende, 75*l.* 7s. 8d., showing a loss from November to July of 4525*l.* 11s. 3d. Among the charges are 834*l.* 14s. 3d. for offices and directors expenses, the former 375*l.* for three quarters, and managing director two and a half quarters 156*l.* 5s. For legal and other expenses in forming the company the charge is 1053*l.* 18s. 5d. The assets of the company over liabilities are 1076*l.* 13s. 9d. The shares consist of 38,000 purchase shares, 36,000 bonus shares, and 36,000 cash shares in which 10s. has been paid, and there is a liability of 10s. per share, or 18,030*l.* East Van, 1 to 1½; Herodsfoot, ½ to ⅝; Leadhills, 1⅜ to 2; North D'Eresby, 1 to 1¼; Kirk Michael, 1 to 1¼; Great West Chiverton, ½ to ⅝; North Herodsfoot, ⅝ to ½; Pioneer, 20s. to 25s.; West Holway, 35s. to 40s.

FOREIGN MINES.—Arendal, 2½ to 2¾; Brazilian Gold, ⅛ to ¼; Bratsberg, 2 to 2¼; Birdseye Creek, 1⅜ to 2. Placerville, 2⅛ to 2¼; the last lot of quartz crushed, 220 tons, gave a result of $1857. The mine continues to look well. Colar, ½ to ⅝; Devala Central, ¾ to 1; Devala-Moyar, 1¼ to 1½; Devala Provident, 1-16th to 3-16ths; Hoover Hill, ¾ to 1; Indian Glenrock, 1⅜ to 1⅝; Indian Phœnix, 1 to 1¼; Indian Trevelyan, ¾ to 1; Indian Consolidated, ¾ to ⅞; Mysore, 1⅜ to 1⅝; Mysore Reef, ⅜ to ⅝; Ooregum, ½ to ⅝; Potosi, ⅜ to ½; Rhodes Reef, ¾ to 1; Santa Cruz, ⅝ to ¾; South-East Wynaad, 1¼ to 1½; Tambracherry, 1⅛ to 1⅜; Wynaad Perseverance, ¾ to 1. Kapanga, 5-16ths to 7-16ths; a telegram received during the week announces that Scotty's lode had been cut in the 50 fm. level cross-cut, showing strong gold. Yuba, par to ¼ prem.; the new tunnel is in 1000 feet, and preparations for raising the stuff have been com-

menced. Michipicoten, 1⅛ to 1⅜; Cape Copper, 44 to 46; Copiapo, 2⅛ to 3⅛; Don Pedro, 7s. 6d. to 12s. 6d.; English-Australian, ⅞ to 1; Frontino, 3 to 3⅛; New Quebrada, 4¼ to 4⅜; Panulcillo, 5¼ to 5⅜; Richmond, 15 to 15½; South Indian Gold, 1½ to 1¾; Ruby, 5¼ to 5⅜; Gold Hill, 1 to 1¼.

The Market for Mine Shares on the Stock Exchange has been much interfered with by the settlement, but a fair amount of business has been done, and prices are about the same as last reported. On Thursday there was a spurt in Emma, the announcement of a telegram stating the dismissal of the Bennett suit in Utah having caused an advance from 2⅛ to fully 3¼, but the improvement has not been maintained.

In Indian Gold Mine Shares there is a decidedly better feeling. The receipt of practical business-like reports from the South Indian and Indian Glenrock managers has caused greater attention to be directed to the Wynaad shares. The visit of the Maharajah of Mysore to the Colar district, the report of which has reached this country during the week, has brought out the fact that regular crushing has been commenced in Mysore. A general improvement in Indian Shares is looked forward for.

The Carpella Consols, with a capital of 30,000*l.*, in shares of 1*l.* each, has been formed to acquire and work two valuable mineral properties at St. Stephen's, near St. Austell—the Carpella, which contains tin, copper, and clay, and the Stannagwyn, which, according to the prospectus, contains apatite, autunite, cassiterite, fluellite, fluor, gilbertite, mesolite, natrolite, opal, stannite, talc, tavistockite, torbanite, wavellite, wolfram, malleable copper, tin, silver, and gold. Mr. J. H. Collins calculates that the cost of treating the ore will be 4*l.* 5s. per ton, whilst the arsenic and metals contained are worth 14*l.* 14s. 6d. Mr. Collins states that the ore must be stamped through a very coarse grate and buddled. In this way you will easily raise it to a produce of two-thirds metallic compounds, or (say) four times as rich as the sample analysed. You will then be dealing with an ore containing about 20 lbs. per ton of peroxide of tin, about 15⅓ per cent. copper, 12½ per cent. arsenic, and 5½ per cent. soluble tin ore, a very valuable compound. This concentrated ore should be roasted or calcined alone, then mixed with salt and roasted again, then treated in wooden tanks with water, and boiled up with steam. The clear solution should then be drawn off from the residue for separate treatment. The first roasting is to get rid of the arsenic, and most of the sulphur; the arsenic would be, of course, collected in flues, and would form a valuable product. This first roasting would render most of the soluable tin insoluable, and enable you to recover a good deal of it in a subsequent process. The second washing with salt is for the purpose of rendering the copper soluble; the silver and traces of gold would be rendered soluble at the same time. The solution of copper, silver, &c., being drawn off clear into wooden troughs, would be precipitated in the metallic state with iron, preferably pig-iron (not scrap). In this way you would get a precipitate containing about 60 per cent. metallic copper, and over 30 ozs. of silver to the ton. The residue should then be buddled, and the tin extracted in the ordinary way. The properties have been inspected and favourably reported upon by Capts. Tretheway S. Arthur, W. Hancock, James, T. R. Pryor, Parkin, and others. The first issue is to be 5000 shares.

Devon Great Consols, 8½ to 9, and reported to be in improved demand, owing, it is not doubted, to the advance now being obtained for copper.

Kit Hill, 15s. to 20s.; good progress is now being made in the erection and additions to the engine.

Walkham United, 1⅛ to 1¼; the stamps and machinery are reported to be working steadily, and lode at the 20 holding good.

Drake Walls, 15s. to 20s.; the important work of communicating the deep adit or tunnel level with the shaft has, it appears, been at last accomplished, as will be seen by a telegram received to-day. This has taken about three years to finish. A report appears in another column on the progress now being made at the mines.

Panulcillo, 5 to 5¼; the directors have resolved, subject to audit, to recommend at the ordinary general meeting, on Oct. 25, a dividend of 3s. 6d. per share. This will make nearly 9⅓ per cent. for the year.

Ruby and Dunderberg, 6⅛ to 6¼. The weekly report and telegram state that development continues. The shipments also continue as usual, though the quality of the ore this week shows a distinct falling off. This is said to be merely an incidental occurrence. It is rumoured that this company's mines, &c., will have the superintendence of Mr. R. Rickard, late of the Richmond Company.

Flagstaff District, ¼ to ½; the directors are seeking to place 1000 debentures, of 10*l.* each, repayable in three years, and carrying interest at 10 per cent. per annum, payable half-yearly, being a first charge upon the property of the company, with priority of right to the holders to subscribe for (when issued) the unissued 10,000 shares at par, in proportion to the amount of their debentures. In a circular accompanying that of the directors inviting subscriptions, Professor Vincent states that his opinion as to the value of the property, and that it will at an early period prove a great mining and financial success, is even now stronger than ever; and had it not been for circumstances beyond his control, which have materially increased the cost of reopening the mine, he is convinced that he should have been able to report considerable shipments and sales of ore ere this: in fact, he is confident that but for the breaking down of the air-compressor at this juncture, this would have been done without the necessity of further capital. Prof. Vincent sailed from Liverpool for Utah on Thursday, and states that the money now proposed to be raised will not only meet the present requirements of the company, but leave an ample margin for working capital, and to meet any extraordinary outlay for even a more extended development of the mines. Prof. Vincent's energy and activity in the matter has given great satisfaction to all concerned.

Eureka (Nevada), 1⅞ to 1⅞; the report to the directors this week advises that the machinery over the Bald Eagle Mine shaft had started on Sept. 2, and was working satisfactorily. Good developments were expected shortly. At the Williamsburg Mine the stopes continued good, and 42 tons of ore had been shipped.

In Lead Mine shares the improvement noticed last week has been fully maintained, and slightly higher prices are demanded. There is a very general opinion that much better prices for lead ore will be obtainable in the immediate future. A miners' co-operative smelting company is proposed.

Roman Gravels, 11¾ to 12¼, and reported to be in demand, owing to the satisfactory meeting held on the mines, particulars of which are given in another column, and to the increased monthly returns of lead ore, and the gradual rise in the price of lead ore. The shares in this company were once at twice the present price, and they may be this again at no distant period.

Tankerville Great Consols, ½ to ⅝; since the general meeting, on Wednesday, the 220 fm. level ends together have improved to 6 tons of lead ore per fm. Good returns will, it is believed, shortly be made also from the Bog and Pennerley portion of the property.

Bwlch United, 3 to 3¼; it is reported that in the 15 east, under the adit, Marvin's lode is still increasing in value, worth now from 1 to 1½ ton per fm. The 50 east, on the south lode, has nearly passed through the dyke of rock, and shows evident signs of nearing a rich deposit of ore.

The Callao "Bis" Gold Mining Company have issued to the shareholders an interesting report by Mr. George Attwood, F.G.S., detailing the progress made since his previous inspection in February. After referring to the mines themselves, he observes that a large amount of machinery is absolutely required. There has been delay through failure of the contractor, but measures have been taken to remedy the same. The plant consists of an improved vertical steam boiler and winding-engine with double cylinders, and drum mounted on a wrought-iron frame, so arranged as to be easily taken to pieces. The "Pit head-gear" is formed of steel angle pieces, with wrought-iron base, and is 16 ft. high, and is so arranged that it can be easily disconnected. The steel-wire rope is 1½ inches in circumference, and is provided for a depth of 250 ft. vertical winding. The Mine "Kibbles" (6) are made of steel, and will hold about 6 cwt. of broken quartz each. The Mine pump is 5 in. in diameter, and is gun-metal lined, with iron tubular rods for working same from a wrought-iron "bob lever" (in place of wooden rods). An iron tank for water supply, and a small saw bench, with six saws of different sizes to cut mining timbers, &c., accompanies the above, all of which are attached and can be worked with the engine. A most complete saw mill has been sent out.

The waterworks sent out comprise one Cameron steam pump, 5-in. diameter by 14-in. stroke, with steam cylinder, 10-in. diameter and 13-in. stroke, with double-acting pump and brass-lined barrel, &c.; an improved multi-tubular vertical boiler, 8 ft. high and 3 ft. 6 in. diameter, adopted to burn either wood or coal; a steam donkey pump and all the usual fittings have been sent out. The water-pipes consist of 6600 ft. (1¼ mile) in length of wrought-iron pipes, 5-in. internal diameter, and fitted with malleable iron flanges, with turned faces, &c., and held together by bolts. Arrangements have been made for laying down steel tramway, to be used with iron trucks. The tramway material consists of 1¾ miles of 24-in. gauge, railway steel rails of 30 lbs. per yard, together with the necessary wrought-iron sleepers and fastenings, and eight open wrought-iron box wagons for same with "sidetip." Three of the wagons are fitted with patent brakes. Steel points and crossings have also been sent out to make the appliances complete. The crushing mill and gold extracting plant includes a Blake's stone breaker, three improved cast-iron amalgamators, and all necessary appliances, two wrought-iron tailing concentrators, two 15-horse power (nom.) engines, and Lowmoor iron boilers to suit. Wrought iron tanks for containing water supply for the boilers have been made and forwarded. Copper plates, amalgam retorts, and all the usual requirements for saving the gold have accompanied the mill.

In conclusion he says:—In submitting for your consideration the above *resumé* of the technical departments relating to your mines I must congratulate you upon the success that has so far atended your enterprise, and it must be a matter of great satisfaction to you to know that your mines have been proved to be so valuable. The Azules Mine (No. 2) has turned out upon an extended exploration, both wider and richer than I at first reported to you, and it bids fair to be one of the best mines in the Caradal District. The greatest care has been taken in the selection of the proper machinery to enable you to work the mines to the best advantage, and I see no reason why you should not make large profits as soon as you can get the crushing mill at work.

In the Diamond Mine Share Market there was a transaction in Central Jagersfontein yesterday at 2*l.* 5s. per share, and to-day at 2¼ and 2½, closing 2¼ and 2¾. Mr. W. P. Taylor, in another column, questions the accuracy of the 'Kimberley Central figures given last week by intermixing two series in a manner which seems inexcusable with a gentleman possessing his knowledge of the facts. In stating that last quarter's profit was 24,513*l.* 17s. 6d. (his use of the word dividend is evidently a clerical error), he probably refers to the June quarter, the printed balance-sheet for which has not yet been forwarded to the *Mining Journal* office, or it would have been abstracted and published. Mr. Taylor well knows that the 5537*l.* 10s. 9d. was mentioned as the profit for the March quarter, the printed and audited balance-sheet for which was transmitted to the *Mining Journal* office in July, so that if the June balance-sheet be sent with the same celerity it should be available to the public in a week or a fortnight. If the June printed and audited balance-sheet be more favourable than that for March that fact shall be made evident in the analysis given of it. To the end of March, as already shown, the Kimberley Central Company's available balance (42,144*l.* 8s. 6d.) only exceeded its indebtedness (bills payable 41,336*l.* 10s. 3d.) by 807*l.* 18s. 3d., an amount which would represent a very small dividend on 576,860*l.* capital; so that it is much to be hoped that the June accounts show something better, and justify the declaration of the 5 per cent. dividend which Mr. Taylor mentions.

Colonel W. Arbuthnot, late Colonel of the 14th Hussars, has joined the board of the Ooregum Gold Mining Company of India (Limited).

GAS SHARES.—The principal business in these shares, according to this evening's report of Messrs. W. L. WEBB and Co., of the Stock Exchange and Finch-lane, has been—Gaslight and Coke, A, ordinary, 174 to 175½; ditto, D, 10 per cent. preference, 215¼; ditto, H, 7 per cent. maximum, 135½; ditto, 4 per cent. debenture stock, 105; ditto, 4½ per cent. debenture stock, 111; Imperial Continental, 197 to 196¾; London, 139 to 131; Monte Video Gas, 14¼; South Metropolitan, B, 131 to 131½. Gas stocks steady, and little doing. For closing prices see list on the last page of Journal.

INSURANCE SHARES have, according to this evening's report of Messrs. W. L. WEBB and Co., of the Stock Exchange and Finch-lane, been dealt in as follows:—City of London Fire (Limited) 1¾ to 2; Commercial Union, 25; Clerical, Medical and General Life, 45 to 45¼; Employers' Liability, 1⅝ to 1½; Fire Insurance Association, 4 13/16 to 5 1/16; Imperial Life, 156¾ to 156; Railway Passengers, 7⅜ to 7⅝; Rock Life, 8⅝. Insurances quiet. For closing prices see list on the last page of Journal.

TRAMWAYS.—The closing prices of this evening, as quoted by Mr. W. ABBOTT, of Tokenhouse-yard, are given in tabular form in the 12th page of Journal.

RAILWAY AND GENERAL MARKETS.—Referring to the course of business done to-day during official hours (11 to 3) Mr. Ferdinand R. Kirk, 5, Birchin-lane, writes:—*Opening:* Yesterday's sudden jump in Egyptian Unified from 75 to 77 has brought in country sellers, and the price is now 76½. Railways are inclined to dulness, further withdrawals of gold from the Bank being anticipated. The reserve now is less than 2,000,000*l.* above the subscribed capital of the London and Westminster Bank, and will be quite unable to bear any severe strain. London and Tilbury Railway Stock is once more up to 180. Trunk Ordinary, 20¼ to 20½; Third Preference, 41¾ to 42. San Domingo bonds continue to be bought, and have now reached 23 to 24. After a long period of neglect, Emma shares rallied to 3, on the completion of some satisfactory arrangement long pending. Wheal Peevors have rallied to 15¾, 16¼; Wheal Jane, ⅝ to ⅞; New West Caradon are in demand at 9s. and 10s., and thought well of in influential quarters; West Kitty, 8¾ to 9; West Polbreen, 1 to 1¼; New Kitty, 2 to 2⅛; Wheal Kitty, 1½ to 2.—*Closing.*—Tilbury and Southend are now no better than 172 to 176, and a fall of ½ per cent. has take place in Brighton, A, and Berwicks. Unified has receded to 76¼, and Turks are lower. Trunk Ordinary, 20 to 20¼; Thirds, 41½ to 41¾; Ruby, 5¾ to 6; Hoover Hill, ¾ to ⅞; Eberhardt, ⅜ to ⅝; Almada, 3/16 to 5/16; Pestarena, ¼ to ⅜; Parys Corporation, 14s. to 16s.

ARENDAL.—A very satisfactory report has been received from the managers since the recent general meeting at Newcastle. The 75, east of Skytmur, has been driven in a good course of copper ore, and is worth in the end 4 to 4½ tons per fathom, while the western level has improved; now valued at 2½ tons. By this date the latter level was expected to be communicated with Lamb's shaft, so that in two or three weeks they will be able to put men to stope the ore ground east and west of the winzes already sunk, which will considerably increase the returns. There is also sinking a winze (No. 3) from the 60 in a good course of ore, worth 3 to 4 tons. The above is very important, as showing the richness of the mines in depth. As stated in previous notices, Skytmur and Boilstad Mines (both good) are a mile apart, and a trial shaft has lately been commenced about midway between them. This shaft is down 4 fms., and the lode is worth 1½ ton per fathom, and likely to be better. The lode in the shaft at Boilstad is worth 3 tons per fathom. The dressing machinery, railway, &c., are in good condition, and working well. The 74 miners have returned 370 tons of dressed ore for the month. They have shipped by the Albert Bltazer 265 tons of ore, and were daily expecting two other ships to load a further 446 tons. We have no doubt that Capt. Daw and his sons will make these mines produce all the successful results they have promised.

DEVON FRIENDSHIP.—In another column will be found a letter from a correspondent giving interesting particulars of this valuable property, and its position and prospects. We believe this is one of the large mines which will benefit most from the advance in metals, and it is an appropriate time for enabling the public to become informed of the facts connected with it. There are few mines that can bear comparison with the soundness, and what may be said to be the certainty of large and early profits, which appertain to Devon Friendship.

DENBIGHSHIRE CONSOLIDATED.—The 112 on the main, or champion, lode is opening a fine deposit of lead.

PENNANT.—This mine has much improved. Extensive alterations have been made on the floors for the more convenient preparation of both lead and barytes.

EAST BLUE HILLS.—Important improvements are looked for here, and great attention is being paid to the development of the mine.

NEW TRUMPET CONSOLS.—Progress at this mine is good, and tin of splendid quality is being obtained.

BLACK TIN

Date.	Mine.	Tons. c. q. lb.	Price p. ton.	Amount.	Purchaser.
Sept. 23—	Wheal Coates.....	8 10 0 0 ...	£60 12 6 ...	£515 6 3—	Daubuz.

THE LONDON AND SOUTH AFRICAN EXPLORATION COMPANY (LIMITED) WILL OFFER FOR SALE, BY PUBLIC AUCTION, at Kimberley, on the 1st of December next (unless previously disposed of by private contract), ABOUT ONE HUNDRED AND SEVENTY CLAIMS in the DIAMOND MINES of DU TOITS PAN AND BULTFONTEIN, of which some are in blocks, admirably situated for independent mining operations. Each claim has an acre of depositing ground.

Further particulars and plans may be obtained at the Company's Offices, No. 19, Finsbury Circus, London.

JOSEPH TOMS, STOCK AND SHARE DEALER, No. 88, BISHOPSGATE STREET WITHIN, E.C., has FOR SALE—

100 Devon Uni., 18s.9d.	100 Old Shepherds.	55 Pioneer (offer wntd.)
10 Birdseye Creek, £1¾.	120 Tamar Silver-Lead & Fluor-Spar.	100 East Wheal Rose.
25 W. Godolphin, £2 3 9		110 East Blue Hills, 11s 3
40 Wheal George.	100 New Kitty.	(specially recomd).

Special business can be transacted in the shares against which prices are not affixed. J. T. solicits offers.

New Trumpet (Limited Liability), £1 fully paid, will advance 100 per cent. in a few weeks. A splendid opportunity for investors and speculators. A few shares for sale at £1¼ net.

RISE IN THE LEAD MARKET.—Roman Gravels, Great Holway, and West Holway must advance considerably. Special reports and information on application.

NOTICE OF REMOVAL.
PENNINGTON AND CO., STOCK AND SHARE BROKERS, TO 7, MOORGATE STREET, LONDON, E.C.

PENNINGTON AND CO., SWORN BROKERS, 7, MOORGATE STREET, LONDON, E.C., Transact business in every description of Stocks and Shares. ESTABLISHED 1869.—BANKERS: ALLIANCE.

TREVINCE CONSOLS.—We most strongly advise the purchase of these Shares for a certain rise. Price £1 2s. 6d.

SPECIAL BUSINESS in Devonport and Tiverton and Grev's Breweries, New Gold Run, Gold Coast, Last Chance, and Colombian Hydraulic shares.

Offer wanted for 10 Standard Bank of London shares, £3 paid.

CAPPER PASS AND SON, BRISTOL,
ARE BUYERS OF
LEAD ASHES SULPHATE OF LEAD, LEAD SLAGS, ANTIMONIAL LEAD, COPPER MATTE, TIN ASHES, &c and DROSS or ORES containing COPPER, LEAD, AND ANTIMONY.

GEO. G. BLACKWELL,
26, CHAPEL STREET, LIVERPOOL,
HANDLES ON PURCHASE OR SALE
MANGANESE, ARSENIC, FLUOR-SPAR, WOLFRAM, BLENDE, CALAMINE, CARBONATE and SULPHATE OF BARYTES, ANTIMONY ORE, CHROME ORE, MAGNESITE, EMERY STONE, PUMICE STONE OCHRES AND UMBERS, CHINA CLAY, LEAD ORE FOR POTTERS, TALC, PHOSPHATE OF LIME, FULLER'S EARTH, &c. Also, ORES CONTAINING LEAD, ZINC, AND SILVER, IN COMBINATION.

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(Associate Royal School Mines),
ANALYST AND ASSAYER,
Assays or Complete Analyses made of Copper, Silver, Lead, Zinc, Tin, and other Ores. ASSAYING TAUGHT.
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WEST COAST OF SOUTH AMERICA
ROBERT HARVEY, Assoc. M. Inst. C.E.,
IQUIQUE, CHILI (Telegrams: HARVEY, Iquique).
For the past six years Engineer and General Inspector of the Tarapacá Nitrate Grounds and Manufactories for the Governments of Peru and Chili.
Personal Examinations, Plans, and Reports of Mining, Nitrate, Railway, and other properties on the West Coast of South America.
Orders received direct, or through SAMUEL HARVEY, Truro, Cornwall.

SYNDICATE to aid in developing a SPLENDID TIN AND COPPER MINE already largely opened out, fitted with powerful machinery, and situated in the richest district of CORNWALL. THREE THOUSAND POUNDS WANTED, in sums of £50 upwards, which will return a profit of ABOUT FOUR HUNDRED PER CENT. within a few months.
Particulars of Mr. L., 1, Leith-terrace, Kilburn, N.W,

MESSRS. H. R. LEWIS AND CO.,
BARTHOLOMEW HOUSE, BARTHOLOMEW LANE, LONDON, E.C.,
MINING ENGINEERS, EXPERTS, AND DEALERS.
Sound and Experienced Advice in the Selection of Mining Securities—Home and Foreign. Weekly Price-List free on application.

68, HUNTER STREET, SYDNEY.
FRANCIS AND RICHARDS, CIVIL AND MINING ENGINEERS AND SURVEYORS.
Colonial Mining Properties, Metals or Minerals examined or reported on. Terms moderate.
References in England: Messrs. JOSEPH MATTHEWS and Co., Engineers and Ironfounders, Tavistock, Devon.

CHANGE OF ADDRESS.
FRED. W. NORTH, F.G.S., LAND AGENT AND MINING ENGINEER, Member Inst. North of England Mining Engineers, Inst. Mechanical Engineers, Royal Colonial Institute, late Mining Engineer for the Governments of Cape Colony and of Natal.
OFFICES.
ROWLEY HALL, NEAR DUDLEY, STAFFORDSHIRE.
34, CLEMENT'S LANE, LOMBARD STREET, LONDON, E.C.
Telegrams: North Rowley Hall, Rowley Regis.
Agent for Lessors' Mineral Rents; Reports and Valuations of any Mineral Property; Parish Assessments for Poor Rates; Negociations for Development of Mining Estates; Management of Collieries and Mines; Consultations as to Value of Mining Companies; and regular advices as to the Diamond Mines of South Africa.

ON SALE,—SPLENDID NEW PAIR of 20-in. WINDING ENGINES; 25-horse ROBEY MINING ENGINE, with winding gear, worked two months; 20-horse PORTABLE ENGINE, with winding gear, worked twelve months. TO BE SOLD A BARGAIN.
Address, T. JOHNSON, 72, Dicconson-street, Wigan.

WILLIAM M. VIVIAN, M. Inst. M.E., EXAMINES and REPORTS on MINERAL PROPERTIES, also PREPARES PRIVATE REPORTS on new concerns for intending investors.
Estimates given for erecting Machinery, Pitwork, Sidings, and Developing Mines. Ten years' experience. Highest references. Terms low.
ADDRESS—LLANTRISANT, SOUTH WALES.

ABBOTT AND CO.,
SWORN BROKERS,
9, CORNHILL,
LONDON, E.C.
OPPOSITE THE BANK.

WHEAL GEORGE MINE.
IMPORTANT DISCOVERY OF LEAD
These Shares will go to a very high price, and should be bought in large numbers.
Full particulars on application to—
ABBOTT AND CO., BROKERS, 9, CORNHILL, Opposite the Bank of England.

FOR SALE, the WHOLE or PART—

50 Prince of Wales, 14s.	50 East Blue Hills, 11s.	70 Polrose, £1⅛.
100 Pierrefitte, 12s. 6d.	20 E. Roman Grav., 15s.	50 Bwlch United, £1¾.
100 Sentein, 11s.	250 West Caradon, £1	100 West Lisburne, £1¼.
150 West Crebor, 8s. 6d.	300 New West Caradon, 10s.	100 Mounts Bay Consols, 7s. 6d.
120 Wheal Coates United, £1⅛.	50 Wheal Sisters, £1¾.	100 Old Shepherds, 7s. 6d

£750 Ruby and Dunderberg £10 per cent. Mortgage Debentures, payable half-yearly (June and December), at £105.
Address, H. WILKINS, 1, Tamworth Villas, Tottenham.
H. WILKINS is always in a position to secure for investors shares in Dolcoath, Tincroft, South Frances, Cook's Kitchen, Carn Brea, West Frances, East Pool, and other leading dividend Cornish mines at fair market prices, and looking at the state of the tin market he considers they are all safe to buy.

MESSRS. J. TAYLOR AND CO.,
MINING ENGINEERS AND INSPECTORS,
86, LONDON WALL, LONDON, E.C.,
Have Agents in the various Mining Districts of Great Britain, the Continent, Australia, and the United States of America.
Inspections undertaken, either personally or by our Agents, and Reports or Advice as to Working given.

MR. W. TREGELLAS, 40, BISHOPSGATE STREET WITHIN, E.C.,
Deals in all descriptions of STOCKS and SHARES at close market prices, and is always in a position to do business in GOLD HILL, SANTA BARBARA, PITANGUI, and BRAZILIAN GOLD MINES.

JOSEPH JAMES REYNOLDS,
STOCK AND SHAREDEALER, 6, MOORGATE STREET, LONDON, E.C.
ESTABLISHED 30 YEARS.
The increasing favour for mining as an investment has caused J. J. R. to select three or four Progressive Mines which possess the strongest claim on public confidence. These consist—first, of proved lodes and strata; second, abundance of capital subscribed; third, proved mining knowledge to rapidly and properly apply the same.
J. J. R. confidently believes that at least three of the four mines referred to will not only declare dividends, but will advance in price some hundreds per cent. in a short time.
J. J. R. has spared himself no trouble in making the selection, knowing that in bringing money to his clients he enlarges his own business by having caused increased confidence in his judgment and knowledge. J. J. R. WILL SELL—

100 East Devon. £2¼.	50 Morfa Du, 13s. 6d.	100 Trevince Consols 21s.
100 Gobbett (Tin), £1.	10 Roman Gravels, £11⅛	100 Mona Consols, 22s.
10 East Lovell, £2½.	5 East Pool, £40.	50 Bwlch United.
100 No. Herodsfoot,	100 Mineral Court (Tin),	50 West Kitty,
50 New West Caradon, 9s	£1.	100 Tyn-y-Fron, 20s.
50 Emma, £3.	50 Tecoma, 6s.	200 Sentein, 12s. 6d.
50 New Kitty. £2¼.	10 Tincroft.	200 Pierrefitte, 12s.
100 East Blue Hills, 11s.	100 Okel Tor, 21s. 6d.	50 Prince of Wales, 15s. 6
100 Pary's Copper,	30 Wh. Basset.	

100 Foreign Provision Wine and Spirit Trading Association, £5 fully-paid, 15 per cent. guaranteed for five years at par.

Notices to Correspondents.

*** Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be *filed* on receipt; it then forms an accumulating useful work of reference.

Manganese.—Mr. Geo. G. Blackwell, of Liverpool, would probably be able to deal with the manganese referred to by "W. Q. N. B." in last week's Journal.

Manganese.—In reply to "W. Q. N. B." in last week's Journal concerning manganese ore we are importers of that mineral in quantity. "W.Q.N.B." mentions London as a port of delivery. We presume he is aware that manganese ore is not consumed in London at all, and what is brought here require to be transhipped to Liverpool, Newcastle, and the Continent. We import into London from America, the Cape, and New Zealand, but send it all away again. It comes here as ballast, under wool, petroleum, and lumber. We shall be glad to hear as to what ports he can deliver at outside of London. It may be of some guidance to him and others to know that its value in London would not exceed 1s. 3d. to 1s. 3½d. per unit of metallic manganese in the present state of the market. It is worth more at other ports.—J. M. and S.: *City, Sept.* 24.

Collecting Ochre.—Can any of your readers inform me if there is any cheap and ready method of extracting or precipitating ochre from mine water rich in iron? We have a strong run from a fire-clay mine in which the clay is overlaid by beds of shale and clay ironstone, and the water seems to be very strong indeed from the deposit it leaves on the stones, &c., in its channel. It corrodes wrought-iron pit rails very fast, but does not affect cast rails much.—W. Fyfe.

Speculation in Mine Shares—"H. H. T." (Middlesborough).—It is an invariable rule that no transfer of a share can be registered until all calls due upon it have been paid; therefore, the seller being bound to deliver to complete his contract, he must of necessity deliver the share with the call paid. But telegraphic haste in purchasing shares for investment is rarely necessary; while in mere gambling transactions, which are made only with a view to secure the profit on re-purchase or re-sale, the contract is considered complete as soon as made, so that "H. H. T." has very properly paid the call.

Received,—"Bournonite" (Toronto): The article referred to not having appeared in the Journal, the insertion of the reply is not called for—"M. P."—"A. R." —"T. F. T." (Liskeard): The particulars can be ascertained on searching back volumes of the Journal; or on application to the pursers of the several companies—"Shareholder" (Central Van)—"Viator"—"Old Reader" (Limerick) "Shareholder" (Great Polgooth)—"Candidas" is, perhaps, right in his conjectures, and cannot do wrong in acting as he proposes—"W.P." (Wadebridge).

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, OCTOBER 1, 1881.

[OFFICIAL.]

COAL MINES REGULATIONS ACT—PREVENTION OF COLLIERY EXPLOSIONS.

The Secretary of State has directed H.M. Inspectors of Mines to call the attention of those, in their several districts, interested to the subjoined letter communicating the opinion of the Law Officers of the Crown upon the interpretation of Section 51 (8) (*f*) (2) (*b*) of the "Coal Mines Regulations Act, 1872;" and the Inspectors are to acquaint them that the requirements of the Act, as interpreted by the Law Officers in the opinion referred to, must, in districts where fiery mines such as those in question exist, and in which they have not hitherto been observed, be strictly carried out in future.

TO THE INSPECTOR OF MINES,
——— DISTRICT.

Sir,—The Secretary of State having submitted a case for the opinion of the Law Officers of the Crown as to the interpretation of the requirement in Section 51 (8) (*f*) (2) (*b*) of the "Coal Mines Regulations Act, 1872," making it obligatory on the persons ordinarily employed in the mine to be out of the mine when gunpowder is used under the circumstances specified in the Rule, I am directed to acquaint you that the Attorney and Solicitor General have given it as their opinion that the terms, "person ordinarily employed in the mine," in Section 51 (8) (*f*) (2) (*b*), would include the night shift, consisting of labourers engaged in making ready the mine for the mining operations of the miners constituting the day shift, so as to make it obligatory for the persons employed in the night shift to be out of the part of the mine when and where gunpowder is used under the circumstances already referred to. They think the distinction intended to be drawn is between those ordinarily employed in the mine, in whatever capacity, and those specially employed in the blasting operations. (Signed) Godfrey Lushington.

Whitehall.

To prevent any possible misapprehension as to the scope of this opinion it may be stated that the eighth General Rule, to which reference is here made, provides that "Gunpowder or other explosive or inflammable substance shall only be used in the mine underground as follows:"— . . . . (*f*). It shall not be taken into or be in the possession of any person in any mine except in cartridges, and shall not be used, except in accordance with the following regulations, during three months after any inflammable gas has been found in any such mine; namely—

(1.) A competent person who shall be appointed for the purpose shall, immediately before firing the shot, examine the place where it is to be used, and the places contiguous thereto, and shall not allow the shot to be fired unless he finds it safe to do so, and a shot shall not be fired except by or under the direction of a competent person, who shall be appointed for the purpose.

(2.) If the said inflammable gas issued so freely that it showed a blue cap on the flame of the safety-lamp it shall only be used—. . .

(*b.*) When the persons ordinarily employed in the mine are out of the mine or out of the part of the mine where it is used.

THE WASTE OF FUEL.

With the facts recently made public as to the rapid exhaustion of our reserves of fuel, we are glad to find that the very important question as to the best means of preventing its waste is now receiving a good deal of attention from scientists and practical chemists. Starting from the fountain head, we find that in many districts there is a great deal of waste in mines owing to bad working and carelessness, and that to a considerable amount in comparison with the quantity of coal raised. Under the most favourable circumstances and with the best system of working there is on the average a loss of at least 10 per cent., but where the "pillar and stall" mode of working is carried on the loss sometimes amounts to as much as 40 per cent., chiefly caused by the crushing of the pillars. Large areas of coal are also left as barriers against the influx of water, owing to a want of reliable plans showing how far the coal has been worked. The remedy for much of this waste in mines, which arises from want of ordinary skill on the part of the mine managers, is a better system of working, and this to a considerable extent is now being carried out by the compulsory examination of persons seeking appointments as mine managers. In the North of England, as well as in most of our iron-making districts, there has been a marked decrease in the quantity of fuel required for making pig-iron, and this is still going on. At one time it took 4 tons of coal to make 1 ton of pig, but in the Cleveland district, by increasing the capacity of the furnaces, using highly heated air, and by the application of the furnace gases to the steam boilers and hot-blast stoves the iron-masters have reduced the quantity for making 1 ton of pig to something less than 2 tons of coal, and a still further diminution in the same direction may be looked forward to. In the North of England nearly eight million tons of coal are annually put into the coke ovens, producing close upon five million tons of coke, by which at least three million tons of inflammable gas are evolved in the process, but here there is a vast loss in the production of the heat, for only about one-third goes to the making of the coke, the other portion escaping in the shape of flame from the ovens, sending deadly vapours in all directions, and destroying vegetation, besides causing no little injury to the health of the inhabitants. Of late efforts have been made to utilise this waste, so that there is now no difficulty in obtaining from it the necessary heat for the boilers working at the collieries connected with the ovens. Economy in the consumption of fuel for steam-engines has been receiving special attention from our ablest engineers, and that with considerable success, and it has been found that to obtain a high measure of economy it is not sufficient that steam of a good pressure should be worked expansively. The steam should be superheated to a moderate extent, and the cylinders in which the expansion takes place should be steam-jacketed. In good compound engines the consumption of fuel per indicated horse-power per hour is on an average about two pounds, and sometimes even less. The cost of such engines is less than for the old type, which employs a less measure of expansion, and consumes more than twice the quantity of fuel, and a saving in that respect means a saving of steam, and of boilers as well. Another advantage is that whilst slow engines require a large amount of steam-room, which implies large boilers, in swift-moving engines a very small amount of steam room is required. Considerable improvements have been made in the economising of fuel in engines of all kinds, and these include better workmanship and materials in construction, the employment of a high pressure and temperature of steam used expansively, and the introduction of a higher speed of piston.

The waste that takes place in the burning of coal for household purposes is something really immense, and as yet but little has been done wards materially lessening it, although we know we are dependent upon it, not only for giving us heat and light, but for keeping all our great industries going. If we take London alone we find that within it nearly 9,000,000 tons of coal are annually consumed, or at least burnt, and whilst it gives what we consider necessary for our requirements, it also gives us what is most injurious to our health. We are told that the fires in the Metropolis send out into the atmosphere not less than 400,000 tons of smoke and soot, 120,000 tons of sulphur, and an immense quantity of the most unwholesome gases of considerable thermal value. The same thing goes on in towns and villages, not only at home but throughout a considerable portion of the world. The material comes down upon us whilst walking, in the dirtiest shapes, enters our houses, and sensibly affects our health. This vast waste of valuable material has been an admitted evil for years, during which various means for utilising and rendering it harmless have been suggested. The difficulty has been found in converting the coal into gas in the grate and mixing it with the air. It is indeed a matter for serious consideration that the coal we burn in our grates does not give more than 4 per cent. of the heating power it contains, the remainder being all wasted. It has been proposed to burn anthracite in the Metropolis, which does not give off much, if any, smoke, and gives a much larger amount of heat than any other description of coal; but this we do not think would answer the expectations of those who propose it, and would be adopted in comparatively few instances. Those who have made the combustion of fuel a speciality and devoted a good deal of attention to it, now are agreed that the best system that is capable of being carried out is the gasification of coal at large works, and in that state distributed to consumers by mains. This appears a most feasible method for extracting the heating properties from the raw material, and sending it in the gaseous state for all household purposes. What is known as the Strong system appears to be well adapted for the purpose, for by it the gasification of coal is effected in an atmosphere of steam. The effect of this is, we are told, to give for every pound of carbon a weight of gas representing about one-fourth less theoretic caloric value than is contained in the coal itself, whilst what then remains of the coal in the shape of coke can be burnt with but little loss and without giving off any smoke. This would certainly have the effect of giving the residents in the Metropolis and our large towns a much clearer and healthier atmosphere that would be enjoyable even to invalids, and would tend greatly to diminish the rates of mortality. With the improvements that may still be looked forward to in blast furnaces, engines, and boilers, we may expect to have a considerably less quantity of coal consumed for a given quantity of work than is the case at present, whilst the introduction of the electric light for illuminating our streets at least, and the adoption of gas for household and even for manufacturing purposes, will lead to a less demand being made upon our stores of coal, and so prolonging the time of their exhaustion to a period far beyond what would be the case were the present rate of consumption continued indefinitely.

INSURANCE AGAINST FATAL ACCIDENTS IN MINES.

Mr. Ellis Lever, of Manchester, is well entitled to the grateful thanks of the miners throughout the kingdom for the persistent efforts he has made for securing a provision for the families of those killed by accidents in mines without resorting to appeals to the sympathy of the public, which have hitherto followed every great mining disaster. For several years past he has worked most energetically in endeavouring to establish a fund by the subscriptions and donations of the wealthy, and by weekly or monthly payments on the part of the workmen, to meet all cases of accidents in mines promptly and permanently, but lately he has proposed a system of Government insurance, to be carried out by means of the Post Office, a medium which seems to be eminently adapted for the purpose, seeing that through it there is a system of assurance already in existence. The insuring of lives of all classes of workmen at a uniform rate may appear somewhat paradoxical, seeing that the prevailing feeling is that mining employment is far more risky than any other, and that 200 or 300 men may be killed by an explosion in a mine, whilst in no other branch of industry can such a wholesale loss of life take place. In Germany the insurance of miners has been in force for many years. According to the Prussian Mining Law of 1865 (secs. 174 and 175), mine proprietors are bound to pay to the Miners' Fund (which make payments in respect of illness or the death of their members) at least half of the contributions of the workmen occupied at their works. The benevolent object of this law is to favour the formation of miners' supporting funds, and to encourage employers contributing thereto.

Were the idea of Mr. Lever agreed to we do not see that there would be any difficulty in carrying it out, and we believe hundreds of employers would give it a warm support in the interests of their workpeople and their families, irrespective of all connection with the Employers' Liability Act. So far we know that the men have not been much gainers by the Act to which so much importance was attached, for the machinery is still costly for a poor man or woman, and the gaining a verdict a very doubtful matter. It must also be taken into consideration that in the great explosions, where the loss of life has been the heaviest, no one has been able to trace the cause, those who could do so being numbered amongst the dead. It is under such circumstances that insurance by the Government would be most beneficial. At the same time it must not be overlooked that explosions in mines are far less common than they were, owing to the Act requiring persons who aspired to the position of mine managers having to undergo an examination, and which has led to a larger amount of skill and intelligence being called into requisition for the superintendence of mines than was formerly the case. This has done a great deal to improve the practical working of mines, and bringing such operations into more complete harmony with the most recently adopted applications of mechanical and scientific knowledge. It has been customary to put down the pursuit of a miner as about the most dangerous that there is, but for this there is really no foundation. The life of a miner for insurance purposes may, therefore, be considered almost as good as that of any ordinary workman, so that there is not so much to be said against a uniform rate for all classes of workers as many persons without consideration might be led to suppose. Such a scheme would certainly become a national one, but it appears that the Postmaster-General cannot see his way to adopting it.

Still, it would be a very easy matter, we should think, for Mr. Fawcett to ascertain what rate of payment would be sufficient to ensure the Post Office from any loss and leave a small margin for the extra work entailed. It would then be seen at what rate a man could ensure his life (say) for 100*l.*, so that the next step could be taken on behalf of those whom it was desirous of seeing making a provision for their families in case of being accidentally killed. The Accidental Assurance Company insures at a low rate, and has made immense profits, so that the shares on which 1*l.* has been paid are now worth from 40*l.* to 50*l.* This should surely be some inducement to the Postmaster-General to try his hand at a competing scheme for the benefit of the working classes. But as he is not likely to do so, at present at least, the next best thing is to extend the operations of what is termed the Central Association for dealing with distress arising from mining accidents, which was initiated by Mr. Lever, at a meeting held in Manchester about three years ago, and presided over by the High Sheriff of Lancashire. The result was the federation of the various associations established in different parts of the kingdom for the relief of those suffering from accidents in mines. There was a good deal of eloquence expressed on the occasion, the Mayor and Bishop of the cotton city being amongst the speakers. Subscriptions and donations were invited, and no doubt expected, but it appears so far that Mr. Lever has been the sole subscriber. This is certainly anything but encouraging, and shows that the men must depend more upon themselves. Most of the permanent societies, it appears, are affiliated to the Central Association, the number of members being 130,000, and the accumulated funds about 133,000*l.* The whole of that sum, we believe, is held by the various permanent societies, and it was expected that subscriptions would be sent to the Central Association, so as to be in a position to supplement the aid given by the local associations in the case of an accident resulting in a serious loss of life, and which might exhaust the accumulations of any one society without such aid. Seeing, then, that the objects of the Central Association are of such a wide-spread character, the desire being to benefit all mining districts on the occasion of any serious calamity taking place in any one, and that promptly and effectually, so that there should be no waiting for the rousing of public sympathy, it is worthy of the warmest support.

It is, therefore, to be regretted that subscriptions have not been received so as to place the Association in a position of usefulness should its aid be required. At a meeting of the representatives of the council of the Central Association recently held at York the conclusion come to was that a scheme might be prepared which should prevent any society from being swamped by a large accident, but all the speakers urged that there should be no interference with the autonomy of the separate societies. It was ultimately resolved that in the opinion of the council such a federation was desirable, and a committee was appointed to consider the whole question, and report to a further meeting of the council. A deputation was also appointed to wait upon the Midland Counties coalowners as to the application of the Hartley surplus allotted to that district. With respect to the Hartley fund, it appears that 80,000*l.* were subscribed from all parts of the kingdom, and the Hartley committee, taking a fair and generous view as to what should be done with the large surplus left after meeting all claims, sent 50,000*l.* to the different mining districts in the kingdom. There will also be a surplus from the Oaks fund, estimated at from 12,000*l.* to 15,000*l.*, but as regards it the local committee at Barnsley, it is said, do not intend that any part of it shall go out of the West Riding, but shall be kept for the purpose of meeting accidents that may take place in that mining district alone. To our thinking, this appears ungenerous and selfish, considering that subscriptions were received from all parts of the kingdom, as well as from abroad, those from the West Riding being comparatively trifling compared with the aggregate amount. Indeed, there is a great deal too much "Yorkshire" about the decision come to by the Barnsley committee, which we believe consists of some four or five persons whose contributions to the fund were conspicuous owing to the smallness of the figures attached to their names. However, Earl Fitzwilliam, Earl Warncliffe, and Viscount Halifax, we understand, are trustees of the Oaks fund, and amongst the largest subscribers, and they in all probability will seek to have a voice as to the disposal of the surplus. They are also vice-presidents of the Central Association, and we may consequently expect that its claims will not be overlooked by them. But a Central Association formed for the purpose of relieving the sufferers from accidents in mines without funds is *de facto* a dead body, and we think if galvanised into active life it should be by a sum from the Hartley surplus, as well as a considerable proportion of that from the Oaks, and then we believe subscriptions would quickly flow in that would permanently establish the Central Association as a most valuable national mining institution. We are certainly in favour of the scheme of insurance against loss of life by accidents being adopted by the Government through the Post Office, but as that does not seem likely to be carried out, at least at present, and in default of that we should like to see the Central Association liberally supported by the public.

RAILS IN THE UNITED STATES.

The Americans have long had a deserved reputation for doing everything upon a magnificent and imposing scale; but in consequence of the growth of their capital and general resources, one branch of American industry—that of railroad building—has acquired an altogether unprecedented importance during the last few years. In 1860 1846 miles of railroad were built in the United States. The Civil War, of course, greatly curtailed and crippled the work of American railroad construction; but notwithstanding this 651 miles of line were built in 1861; 834 miles in 1862; 1050 miles in 1863; and 738 miles in 1864. The war closed in the spring of 1865, but it left so much exhaustion behind it that the length of line completed by the Americans in that year did not exceed 1177 miles. In the next six years there was, however, a rapid and progressive development. In 1866, 1742 miles of new line were finished; in 1867, 2440 miles; in 1868, 2979 miles; in 1869, 4953 miles; in 1870, 5690 miles; and in 1871, 7670 miles. Then came a reaction, but notwithstanding this 6167 miles of new railroad were constructed in the United States in 1872. In 1873 the total further declined to 4105 miles, and in 1874 to 1901 miles. The last six years have, however, been once more a decidedly progressive period in the annals of American railroad construction, 1917 miles having been completed in 1875; 2856 miles in 1877; 2687 miles in 1878; 4721 miles in 1879: and 7174 miles in 1880.

The effect of this prodigious development of railroads upon the American demand for rails has necessarily been very great. Not only have the new lines themselves absorbed large quantities of rails, but the renewal and improvement of previously existing lines has also involved a large rail consumption. In 1860 the total quantity of rails used in the United States was 341,873 tons. In 1865 the total had grown to 443,112 tons, and in 1870 it had further expanded to 1,091,153 tons. As we have already observed, the next few years witnessed a dull time in American railroad history, but still 1875 brought with it a consumption of 811,960 tons of rails. In 1880 the consumption was carried to 1,752,526 tons, the largest consumption on record in any one year, although the actual extent of new line completed last year was somewhat less than that built in 1871. The production of rails has, as was to be expected, immensely increased among the Americans during the last 20 years. In 1869 205,038 tons of rails were made in the United States. No great increase was witnessed until 1863, when the production rose to 335,369 tons. In 1866 it had been carried to 430,778 tons, and in 1870 it had risen to 620,000 tons. The extraordinary activity which characterised American railroad building in 1871 and 1872 carried the production in the last-mentioned year to 1,000,000 tons. The dulness of the next few years caused the production to fall to 792,512 tons in 1875, but in 1878 it had rallied to 882,685 tons. In 1879 it was further carried to 1,113,273 tons, and in 1880 it had attained the unprecedented aggregate of 1,461,837 tons. Up to 1866 all the rails made in the United States were iron. The manufacture of steel rails was commenced in 1867, and it is a remarkable fact that it has been increasing, without the slightest check, every year since. Notwithstanding this, however, the production of iron rails has been rather more than maintained in the United States, the quantity made in 1867 having been 459,558 tons, while in 1880 the production had increased to 493,762 tons. The manufacture of iron rails attained its maximum in the United States in 1872, when it amounted to 905,930 tons. It sunk in 1878 to 320,890 tons, but in consequence of the extraordinary demand for rails of every description which set in upon the American markets in 1879 and 1880 iron rails have been in some request of late, especially in the Southern States. The imports of rails into the United States during the last 20 years have been subject to the greatest and most rapid vicissitudes. For instance, in 1871 they attained their maximum, having amounted in that year to 556,202 tons. Seven years later—that is in 1878—the imports had sunk to 10 tons. Last year they rallied to 290,689 tons. The influence of the American demand upon the iron trade throughout the world is so great that we

need offer no apology for entering upon these somewhat elaborate details.

THE SHROPSHIRE MINING DISTRICT.

The directors of Roman Gravels and Tankerville Great Consols Mining Companies invited the shareholders to meet them this week upon their respective properties, so as to enable them to see the progress made and estimate on the spot the future probabilities of success. The Roman Gravels meeting was held on Tuesday. It is unnecessary to recapitulate the extraordinary success which this mine has achieved; it has been at work for about 11 years, and during that period has enjoyed uninterrupted success. It was, however, the first occasion upon which the shareholders met on the mine. A large number was present. The shareholders first inspected the surface works, which have been laid out under the direction of Capt. Waters, and reflect great credit upon him. The more adventurous of the party went underground. In the 110 boring machinery was seen at work (Ingersoll's drill), and the admirable manner in which it worked satisfied all that a considerable saving in time and money is effected by its use. At the meeting held subsequently the Chairman foreshadowed the early payment of a dividend. Amongst those who received the directors were Mr. Tufnell Southgate (Chairman of the company), Mr. Peter Watson, and Mr. Olding, directors; and Mr. F. R. Wilson, secretary.

On the followiug day the shareholders in the combination of mines now called the Tankerville Great Consols visited the various properties, and were received by Mr. Peter Watson, Chairman and managing director, and his colleagues, Mr. Henry Wilson and Mr. Samuel York. Mr. J. H. Murchison was unfortunately prevented by illness from attending, but his very efficient deputy, Mr. J. H. A. Smith, was requested to convey to him the earnest desire of the shareholders for his speedy and complete recovery. The first mine visited was Bog, which with the Pennerley was wound-up through the shareholders' disinclination to find more money to give the mines any further trial. "But for this," said Mr. Peter Watson at the meeting, "these mines would never have formed part of the Tankerville Great Consols, now one of the largest lead mining enterprises in the kingdom." At both Bog and Pennerley much has been done since the present proprietors have had possession. The engines have been put right, and are in excellent working condition, and in other respects the mines are being well equipped. The water is out of Potter's pit (part of the Pennerley sett) below the 90. This is important, because a good course of ore is known to have been left here. Bog will, it is said, take about six months before the underground development can be recommenced and returns made. Tankerville has never ceased working. There is a lode now in the 220 worth 3 tons per fathom. The mine is reported to be looking better, and there is every expectation on the part of Capt. Waters (who is now assisted in the management by his son), that Tankerville will again become rich, and that its return will be supplemented by those from both Pennerley and Bog. The shareholders appeared well pleased with their visit, and several of those who were on the mine on Sept. 4 last year expressed their surprise that so much had been done in the interval.

THE GERMAN PETROLEUM INDUSTRY.

Nearly two years since attention was directed in the *Mining Journal* to the then newly discovered flowing petroleum wells in Hanover, and the development which has since taken place leaves no doubt that the petroleum industry in Germany will prove a source of wealth not only to that country but to such British capitalists as may assist in providing the necessary capital for putting the oil in barrels and bringing it to market, for this indeed appears to be almost all that is necessary. It was remarked some 18 months since that the matter was just then taking a commercial form, and as English capital is now being invited for purchasing and working concessions of this class the subjoined information will be of general interest.

The Hanoverian petroleum region has been ascertained to extend from the City of Hanover, where oil is found in the suburbs of Linden and Linmer, as far as the Hildesheim Hills to the south, and the villages of Oilper and Klein Scheppenstett to the east. The whole area seems to comprise about 40 square miles, the centres being at Oberg and Oilsberg, and the district due north and south of these two principal places. Mr. Strippelman, a well known mining engineer, and the latest author upon the subject, in a recent elaborate account, gives it as his deliberate opinion that things in Hanover have reached a point exactly similar to what was the situation in America immediately anterior to the discovery of the Pennsylvanian wells. A like view is taken in a report by Mr. von Dücker, a Hanoverian mining councillor and Government engineer, who has just inspected the Odessen Works. It was added that steps were being taken for forming a Petroleum Boring Company to work the newly discovered riches of Hanover. The present bores, yielding an average interest of 22 per cent. upon the capital invested, against 19 per cent. realised in America, the prospects in Germany are regarded as sufficiently promising to justify the simultaneous opening of several bores in different localities. The Pennsylvanian rope-boring apparatus recently employed is capable of piercing from 30 ft to 40 ft. per day, whereas with the old machiuery no more than 2 ft. or 3 ft. could be perforated,

These fresh discoveries of petroleum may have an important bearing upon the deposit of asphaltum which is found in the vicinity of Bentheim, a few miles west. Mr. Von Dücker states this mineral is found in considerable abundance in the fissures of the sandstone formation of the Bentheim district "is nothing else than solidified petroleum and a product of the distillation of liquid bitumen at great depth." It is believed and boldly asserted by many of the most distinguished geologists in Germany that there must be, from certain surface indications, an immense basin of petroleum in the vicinity, the vapours from which found their way into the fissures of the sandstone about Bentheim, and rising to a point about 20 ft. from the surface were there finally condensed. In sinking shafts or boring the solidified petroleum is instantly discovered: at first only a few inches thick, and in depth sometimes increasing to 2 and 3 ft., according to the width of the crevices in the rock.

Since petroleum pumping has been made a matter of business the progress made has been marvellous, and at the present time the wells are giving the most satisfactory results and cause for the most sanguine expectations. It is said that the refined oil is superior to the standard oil which the Americans export. During a run of 102½ hours, in the course of which 30 hours were lost from lack of barrels, 783 barrels, or an average of nearly 11 barrels per hour, of oil were produced by one well, No. 3, which has a depth of 225 ft. The specific gravity is about 0·892°, with a temperature of 53° Fahr. at the well. Well No. 3 still projects the oil about 6½ ft. above the top of the pump, on account of excessive pressure of gas. This pump has been sunk to a depth of 180 ft., is about 2⅜ in. diameter, with a stroke of about 35½ in., making 60 strokes per minute. This pump discharges about 33 cubic feet per minute, and the liquid is composed one-third of water, with 2 per cent. of saline matter, and two-thirds of oil, which latter gives 45 per cent. of the best petroleum after refining. These oil works, although they are still in their infancy, are already provided with an aqueduct to be used in case of fire, and the wells are not sunk at random, as was formerly the custom with the Americans, but the location is thoroughly examined geologically before work is begun.

The borings show about the following strata, beginning at the top: Up to 32 ft., fine sand, with boulders of red granite and flint; to 23 ft., bluish grey diluvial clay, with 10 ft. of blue clay with layers of limestone. Next come from 65 to 80 ft. marl clay, then from 115 to 130 ft. depth primary rock, with veins of quartz; and, finally, below this, the sandstone mixed with pyrites, which contain the first traces of oil. Below this comes sandstone and black and red sand, which is directly above the layer of pebbles, which gives the richest yield of oil at a depth of about 225 ft. There is no question that these deposits offer a large field for enterprise, and those who are first in securing concessions will, of course, secure the maximum of advantage.

With regard to Anglo-German enterprises of this class, the prospectus of the Sehnde (Hanover) Petroleum Association will be found in another column. The company is to acquire in perpetuity the rights in the petroleum, asphalte, bitumen, &c., deposits, over about 3000 acres of land in Sehnde, near the city of Hanover. Various borings on the property have been made, and abundant supplies of oil of unusual excellence have been tapped at very shallow depths. Very large returns are confidently anticipated, not only from working the deposits, but also from the re-sale of portions of the property after development, as this company, being one of the first in the field, has been able to secure the rights over so large an acreage at the very low rate of about 13*l.* per acre. At Oelheim, which is situated about nine English miles from Sehnde, intense excitement prevails. The reports from Herr Schmidt, Herr J. Kampfhenkel, and Dr. A. Faulbaum, director of refinery at Peine, describe the Sehnde oil as of great purity, and can be seen at the offices of the association, and the prospectus states that the company can pay a rental of (say 8*l.*) per "morgen" (about an acre and one-third) per annum to the freeholder directly active operations have been commenced. Three months' notice of discontinuance must be given. The trial must be made on the lands conceded within five years, or a fine of 1500 marks paid for renewal of another period of five years, being 500 marks per village of three villages, forming the entire concessions of the company. One mark is about equal to 1s. It is explained that the work of development is very simple, and not a costly process. It consists in boring a well from 50 to 250 ft. At Oelheim one such boring gave, with imperfect machinery 300 barrels per day. There is an unlimited demand for petroleum in Germany.

COAL IN NATAL.

General A. T. Cunynghame, writing to the Times from Brighton, says—I send some particulars which may be interesting to many of your readers regarding the coal mines at Newcastle, in Natal. There is any amount of coal all over this country:—

Statement of coal yielded by the Government mines, showing the cost of working calculated to June 14:—

Coal taken from Mine No. 1	253 tons			
Ditto No. 2	434 tons			
Total yield	687 tons			
Cost of mining implements		£212	11	7
Royalty on coal taken from Mine No. 1, at 10s. per 6000 lbs., payable to owner of land		47	5	0
Estimated cost of repair of implements		10	0	0
Working pay of Men Employed.				
No. 1 Mine. 12 skilled labourers	91 days, at 2s. 6d.	136	10	0
4 wheelers	6 days, at 1s. 0d.	1	4	0
1 N.-C. officer	12 days, at 1s. 0d.	0	12	0
40 labourers	40 days, at 0s. 6d.	47	0	0
10 skilled labourers	65 days, at 2s. 6d.	81	5	0
10 skilled labourers	26 days, at 2s. 6d.	32	10	0
1 skilled labourer	1 day, at 2s. 6d.	0	2	6
12 wheelers	12 days, at 1s. 0d.	7	4	0
30 labourers	55 days, at 0s. 6d.	41	5	0
40 labourers	27 days, at 0s. 6d.	27	0	0
Total		£644	9	1

Giving cost per ton, at 18s. 9d.

These mines are within 300 yards of the camp at Newcastle. No. 1 Mine seam 3 ft. 5 in.; No. 2 Mine seam, 2 ft. 8 in.

N.B.—Now that implements are bought, coal will in future be at 10s. per ton; on arrival it was 4*l.*

THE COPPER TRADE.

During the quarter ending Sept. 30, 1881, the quantity of copper ore, the produce of Cornwall and Devonshire, sold at the Cornish Ticketing, was 9846 tons, which contained 679 tons 8 cwts. of fine copper, and realised 34,499*l.* 2s., being equal to an average of 3*l.* 10s. 1d. per ton of ore, and 50*l.* 15s. 7d. per ton of copper in the ore. During the same period the British, colonial, and foreign ores sold at Swansea amounted to 5345 tons, which contained 440 tons 2 cwts. of fine copper, and realised 24,130*l.* 12s., being equal to an average of 4*l.* 10s. 3d. per ton of ore, and 54*l.* 16s. 7d. per ton of copper in the ore. The average produce of the ore sold at Cornwall Ticketings was 6⅞ per cent., whilst that sold at Swansea gave an average produce of 8¼ per cent. From this it will be seen that the aggregate sales by ticket were 15,191 tons of ore, containing 1119 tons 10 cwts. of fine copper, realising 58,629*l.* 14s. The subjoined is a summary of the periodical sales at the Cornwall and Swansea Ticketings respectively. The ores sold at the Cornwall Ticketings were—

Date.	Standard.	Prod.	Price.	Per unit.	Tons.	Fine cop.	Amount.
July 7...	£99 9 0...	6¼...	£3 7 6...	9s. 11½d.	893 ...	60t. 12c...	£ 3,003 9 6
21...	89 2 0...	7¼...	3 14 0...	10	2½ 2171 ...	157 4 ...	8,035 6 0
Aug. 4...	87 14 0...	7⅛...	3 15 6...	10	1½ 904 ...	67 4 ...	3,407 3 6
18...	96 13 0...	5¾...	2 15 0...	9	8¾ 2,234 ...	127 9 ...	6,174 7 0
Sept. 1...	87 14 0...	7⅛...	3 14 0...	10	1 .. 1,049 ...	77 4 ...	3,386 7 6
22...	90 5 0...	7¼...	3 17 0...	10	6½ 2,595 ...	139 15 ...	9,987 8 6
Total for the quarter					9,846 ...	679 8 ...	34,499 2 0
Quarter ending June, 1881					9,455 ...	602 15 ...	29,798 16 0
Quarter ending March, 1881					9,870 ...	641 16 ...	35,089 19 0
Quarter ending Dec., 1880					10,174 ...	696 9 ...	36,350 7 0
Total for the year					39,345 ...	2620 8 ...	£135,738 4 0
Showing a quarterly average of					9,836 ...	655 2 ...	33,934 11 0
Corresponding quarter, Sept., 1880					10,433 ...	705 17 ...	36,505 17 0

The ores sold at the Swansea Ticketings were—

Date.	Standard.	Prod.	Price.	Per unit.	Tons.	Fine cop.	Amount.
July 5...	£79 12 3...	8¼ ...	£4 7 7...	10s. 8½d.	976 ...	79t 17c...	£ 4,275 11 6
Aug. 2...	80 14 3...	8¾ ...	4 17 3...	11	1 .. 1,486 ...	130 9 ...	7,224 0 0
23...	79 11 3...	8⅛ ...	4 7 7...	10	9¼.. 1,626 ...	132 3 ...	7,118 4 0
Sept. 13...	82 12 7...	7¾ ...	4 7 8...	11	3½.. 1,257 ...	97 13 ...	5,512 16 6
Total for the quarter					5,345 ...	440 2 ...	£24,130 12 0
Quarter ending June, 1881					6,641 ...	562 16 ...	31,903 12 0
Quarter ending March, 1881					5,719 ...	446 14 ...	26,329 19 0
Quarter ending December, 1880					5,183 ...	448 16 ...	24,514 12 0
Total for the year					22,888 ...	1893 8 ...	£106,878 15 0
Showing a quarterly average of					5,722 ...	474 12 ...	26,719 13 9
Corresponding quarter, Sept., 1880					7,976 ...	674 2 ...	37,549 16 0

THE SLATE TRADE.—After being partially closed for the space of seven months, full time was on Monday last commenced at Lord Penrhyn's extensive Carnarvonshire slate quarries.

DUTCH GUIANA—SARA CREEK.—We are informed that in the gold remitted from this property for the months of July and August the directors have received a considerable portion in small nuggets varying from ½ oz. to 1 oz. in weight.

A NEW METHOD OF EXTRACTING SULPHUR.—In Sicily the old method of extracting sulphur by stacks or *calcaroni* is still mostly in vogue (fusion by means of hot-air or superheated steam having found little acceptance, though somewhat of an advance). In this system the sulphur ore is built up on sloping hearths and fired through vertical openings, which 12 hours after are closed with slabs, and the whole stack covered with clay or earth. The sulphur collecting at the lowest part of the hearth is drawn off through a tap-hole. Struck with the defects of this method, Mess. de la Tour du Breuil have lately devised another, in which they utilise the chemical principle of elevation of the boiling point of water by presence of a salt held in solution. Chloride of calcium is the salt selected, on account of its fixity, cheapness, and complete inertia in presence of sulphur and its gangue, at the temperature of 120° (at which the process is effected). There are two rectangular boilers, coupled and inclined in position; they are heated alternately from one hearth. The boiling liquid, containing 66 per cent. of chloride, is introduced into one vessel, previously filled with ore, and while liquation is taking place in it (a two hours' process) the other boiler in which the operation is finished, it may be, is emptied and charged with ore afresh. Thus the work goes on without interruption. The chief advantages of the method are these:—small cost of extraction (about 5 f. a ton), great purity of sulphur, fusion possible through the year as there is no emission of sulphurous acid (Italian law allows fusion by means of *calcaroni* only from June 30 to Feb. 15); and almost complete extraction, only 2 to 3 per cent. being left in the gangue.

REPORT FROM CORNWALL.

Sept. 29.—There is really no allay to the satisfaction with which we can at length regard our present position and prospects, for while tin is nearly as high as is good for us, copper is also, to all appearance, in a much more healthy state; and the prospects of trade generally seem highly favourable. Moreover, not a few of our leading dividend and progressive mines have exhibited very remarkable signs of improvement. Notwithstanding, therefore, all the drawbacks of illegitimate speculation—if that word is not too good a one to use—and all the doleful predictions of writers who, knowing nothing whatever of mining and its relations, feel, therefore, quite competent to criticise and condemn, the fourth quarter of 1881 finds us in a position which a very few years since hardly any were sanguine enough to believe possible. We are reaping the reward of patient perseverance.

We said that tin was nearly as high as was quite good for us. The fact is that past experience has convinced all far-sighted men that a paying price is far better than a sensational price, and that whether we regard the flotation of new concerns in England, whose only effect would be too increase supply without making profits, or whether we look to the stimulus of foreign competition, a price for black tin of somewhere about 60*l.* to 65*l.* a ton is the best calculated to promote and maintain the interests of mining generally. Anything between 60*l.* and 65*l.* would probably make little difference by way of drawback; but beyond 65*l.* the results are not likely to be so satisfactory. Our present position is due to demand having overtaken and gained on supply; and that is the position we must endeavour to keep.

At the last Polytechnic meeting there was some little talk about the utilisation of various sources of power beyond the familiar steam-engine; and the winds and tides, either alone or in connection with electricity, were mentioned. It is a remarkable fact that since then it has been practically decided upon to open an experimental section of an electric railway in South Devon. This valuable and highly productive district, known as the South Hams, has hitherto been altogether without railway accommodation. Now it is proposed to give it, and to try electricity as the motive power. Brunel made the South Devon Railway the "vile body" of his atmospheric experiments, and the shareholders have paid for it ever since. This, however, is a very different affair, and we augur a much more satisfactory result. If success is achieved, the principle can be made widely useful here in the West.

A series of prosecutions under the Metalliferous Mines Act collapsed at Truro on Saturday in a remarkable way. Capt. Samuel Bennett, of Blue Hills, was summoned on three several charges in connection with East Blue Hills, and "one and all" broke down on technical grounds. The first charge was for having neglected to give notice to Mr. Frecheville, the Inspector, of the sinking of new shafts or the opening of old ones. Mr. Paull prosecuted and Mr. Daniell defended. Mr. Frecheville stated that his attention was first called to East Blue Hills by seeing it in the share list, and when he visited it in August he found 23 men at work, though he had had no notice of its existence. In November last he did receive notice from Mr. Walter Pike that in the following week four men would be employed making an adit at Wheal Prudence, St. Anne's, but this would not bring the mine within the provisions of the Act. So far as Mr. W Pike was concerned he was always most anxious to comply with the provisions of the Act, but in this case it appeared to be the fault of the agent.—Cross-examined: After receiving the notice from Mr. Pike he placed Wheal Prudence on the list of mines, but he had the authority of Mr. Warrington Smyth for saying it was not the same mine as they were now prosecuting, for Wheal Prudence did not require his attention, as they were only employing four men. He believed the whim shaft and the footway shaft were both in East Blue Hills, but if they were in Blue Hills Mine he should have prosecuted all the same, as he had received no notice that they were opened.—William Kent Mitchell, overlooker at East Blue Hills, said neither of the shafts were on East Blue Hills Mine, but on Blue Hills Mine, and they had liberty to use them.—Mr. Daniell: We are summoned for East Blue Hills.—Mr. Paul: It is for "a mine in the parish of St. Agnes."—Mr. Paul contended that the defendant could not have been misled. The same two shafts were referred to in either case. The Bench had power to alter the summons, and he applied to them to do so. Mr. Daniell contended that this could not be done. Before prosecuting a mine the Inspector must get permission from the Secretary of State, and many other formalities had to be gone through. —The Bench said it was a very curious case, and they could not amend the summons. Consequently it was not proceeded with further.—The second charge against Capt. Bennett was for not causing the name and address of the Inspector, the name and adress of the agent, and an abstract of the Act of Parliament to be exhibited on the mine.—Mr Frecheville stated that he did not see any abstract of the Act of Parliament posted up at East Blue Hills when he visited it on Aug. 22, nor could he find on enquiry that there was one.—Cross-examined: Could not say if there was an abstract of the Act at Blue Hills. There was no account-house, smithy, or any buildings at East Blue Hills, though he believed they were erecting a carpenter's shop.—Mr. Daniell in defence pointed out, among other things, that the prosecution had not proved Mr. Bennett to be the manager of East Blue Hills, and on that objection the Bench decided this case also could not proceed.—The next charge made against Mr. Bennett was for not providing a proper "dry" at East Blue Hills.—Mr. Daniell: I will make an admission. Capt. Bennett is the agent of Blue Hills; the summons does not refer to East Blue Hills.—Mr. Paul: That is a mistake. The information was certainly laid against East Blue Hills, but of course we shall have to withdraw. Probably a more curious set of "breakdowns" never occurred before. Certainly not under this Act, and in Cornwall.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Sept. 29.—This week Staffordshire furnace and forge coal is advanced 1s. per ton, and slack 6d. This brings the standard furnace coal—*i.e.*, the Earl of Dudley's fuel—to 10s. per ton. Circulars are now anticipated from the Cannock Chase district advising a similar rise in domestic fuel, and some coal merchants believe that upon best sorts the advance will be 2s. In both districts colliers' wages will rise; though, as to the Cannock Chase side, the extent of the rise is as yet doubtful. In South Staffordshire it will, however, be 3d. "per day," or stint for thick-coal miners, and 1½d. for thin-coal miners. Coke of Derbyshire and North Wales, and common South Wales sorts, are priced at 13s. to 13s. 9d., which, compared with a few weeks ago, is a rise of 1s. 6d. per ton, while best South Wales sorts are advanced 17s. 6d. per ton (delivered), as compared with 16s. "recently." North Wales samples of limestone were quoted at 5s. 2d. per ton in heavy demand—a rise of 2d. Marked-bar firms have this week issued circulars announcing an advance of 10s. per ton on all descriptions of their products. Thus the Earl of Dudley's bars become 8*l.* 2s. 6d.; the bars of other firms 7*l.* 10s.; sheets, 8*l.* 10s. to 9*l.* 10s.; and boiler plates, 9*l.* to 10*l.* The second and third class makers of manufactured iron demand more money than a fortnight or so ago by between 2s. 6d. and 5s. per ton. Pig-iron was very firm. Staffordshire common pigs were 2*l.* to 2*l.* 5s., and all-mine hot blast 3*l.* 2s. 6d. to 3*l.* 5s. Foreign pigs were particularly strong.

As Change closed this afternoon in Birmingham it became known that the Lilleshall Iron Company of Shropshire, who rule the pig trade, had declared an advance of 5s. a ton. Their figure is now 35s. for hot-air and 4*l.* 5s. for cold-blast iron. Black Country makers quoted 5s. above these prices. The six leading Staffordshire galvanised iron manufacturers met and advanced prices to such an extent as to leave the minimum price for sheets of 24 gauge at 14*l.* 10s. delivered in London.

On Tuesday afternoon a federated union of miners' representatives from North and South Staffordshire, East Worcestershire, Salop, and Cannock Chase was held in Wolverhampton to consider the wages

The accountants to the South Staffordshire Mill and Forge Wages Board have completed their quarterly examination of the books of 12 selected bar firms. The average price of bars for the quarter is 6*l.* 7s. 1·10d According to the present sliding scale puddlers' wages would thus be 7s., but they will remain unaltered at 7s. 3d., the minimum fixed by president's last award.

TRADE IN SOUTH WALES.

Sept. 29.—There is the same activity in the steam coal trade at Cardiff, Newport, and Swansea as we indicated last week, and the shipments have been excellent, 111,570 tons having been sent away from Cardiff, 26,519 tons from Newport, and 16,840 tons from Swansea. Prices keep firm, and all new contracts on the market will be done at a slight increase. At Cinderford, in the Forest of Dean, the colliers of Messrs. Crawshay have asked for an advance of 5 per cent. They are outside the rules of the Sliding Scale Committee's operations. Patent fuel has been exported from Cardiff to the extent of 3927 tons, and 907 from Swansea. The ironworks of the district are fairly supplied with orders. Last week 6292 tons were sent away from Newport, and 1841 from Cardiff. A new industry has sprung up at Merthyr, called the Merthyr Wire Company, and the Articles of Association have been signed. It has often been a source of wonder to outsiders why the ironmasters of Wales have so long confined themselves to making of pig-iron and iron and steel rails, to the exclusion of almost every other branch of iron industry, when they have iron and coal mines on the spot. Masters hesitated long before they ventured to alter their works for the make of steel rails, but now most of the large works are either in the course of transformation or have adapted their works to the make. Bridge building is going in this district, and the unfortunate structure which recently gave way on the Tay was built here. Dean Forest ore is used in the make of Paragon umbrella frames, and Mr. Fox, one of the proprietors of the Lydney and Wigpool Iron Ore Company, has determined to manufacture it at Wolverhampton instead of Sheffield for the future, as it is a considerable saving to him. The condition of the tin-plate trade is best exhibited by the fact that some of the men left Swansea this week for America, a step which has long been contemplated by them. This will tend to relieve the market here of the superabundant labour Iron ore has been received at Cardiff from Bilbao and other places to the extent of 8863 tons. The largest ship which has ever entered the port of Cardiff has been coaling this week in the Roath Basin. She is a new vessel, called the Tower Hill, of 5500 tons, and is taking out 3500 tons of coal to Calcutta, and will ship in addition 2000 tons for her own use. She has been visited by about 20,000 persons.

TRADE OF THE TYNE AND WEAR.

Sept. 28.—The coal and coke trades have again been retarded to some extent by heavy weather in the North Sea, but that is now improved, and a large fleet of steamers and sailing vessels have got to sea, and many large sailing vessels and steamers have arrived. The supply of large vessels in the docks and shipping places on the north side of the Tyne have nearly sufficed to keep the steam collieries in full employment over the week. The shipments at Tyne Dock have been less considerably than last week, but about an ordinary average. The shipments at Sunderland Docks on the Wear have been considerably retarded by the severe weather. The general position of the coal and coke trades continues good and improving; there is a healthy demand for all descriptions of coal, and the prices of some sorts have slightly improved. The attention of the iron trade is now directed to the question of blowing-out furnaces. It is stated that the Scotch ironmasters have determined to blow out sixteen. Should this prove to be correct, which is very probable, there is little doubt that their example will be followed by the Cleveland ironmasters. In the meantime the prospect of a large reduction in the make of pig-iron has had the effect of raising its price considerably here. On Friday last No. 3 Cleveland iron has sold freely at Middlesborough in large quantities at 41s. 6d. per ton, and later in the day the same quality was quoted at 42s. Shipments from the Tees have been very active, there having been exported from the Tees for the past week 18,000 tons pig-iron, 2923 tons manufactured iron, and 1100 tons of steel Engineers and shipbuilders continue very busy. The stopping of 12½ per cent. of the Cleveland furnaces would, for six months, reduce the output by 120,000 tons. The addition to stock since the present year commenced is 100,000 tons. The stocks, therefore, can be reduced with manifest advantage. The market continues very firm for pig metal; sellers stand out for 42s., and manufactured iron of all kinds is also increasing in value. Bars and angles are now 6*l.*, and ship-plate 6*l.* 5s. to 6*l.* 7s. 6d.; puddled bars, 4*l.* to 4*l.* 2s. 6d. Messrs. Connal's stock of warrants was reduced 315 tons for the week. The question of direct railway communication between Newcastle and the other North Eastern ports, and Manchester, Liverpool, and the Lancashire district generally, has long occupied the attention of merchants and manufacturers in this district, and a scheme to effect this object is now to be brought forward. A project has been set on foot by some of the principal landowners in West Yorkshire, in alliance with the merchants and manufacturers connected with the North Eastern ports. This project is intended to connect the North Eastern system of railways near Darlington with the Lancashire and Yorkshire system, and thus establish a direct communication between Newcastle and Middlesborough and the other great towns in the north with Manchester, Liverpool, and other Lancashire towns. The plans will be deposited for next session of Parliament. Such a line will open out a wide district, which is greatly in need of railway facilities, and will also establish a direct route between the North Eastern Coast and South Lancashire of the greatest importance to the public.

The strike of helpers in the Sunderland shipyards still continues, with no prospect of a settlement, and a large number of men, about 650 hands, have been brought from Arbroath and other places in Scotland, to take the places of the men on strike. This step has caused much disturbance and rioting, the strike men wishing to prevent the new men, if possible, from starting; intimidation has been resorted to for this purpose, and although great exertions have been made by the police to prevent this only a small part of the new hands are yet actually at work; many of them have left the town, and others are deterred from working by the violent conduct of the old hands. Since writing the above a considerable number of hands have been engaged from Sheffield and other places, and got to work at the various shipyards, so that unless the strike is soon terminated the places of the disaffected helpers will be filled by strangers. Attempts are now being made to end the strike by means of arbitrators, Mr. S. Stovey, M.P. for Sunderland has exerted himself to bring this about, and it is to be hoped that this will shortly be accomplished.

At Middlesborough, on Tuesday, the market opened with a firm tone, which was maintained throughout. The price may be taken as 42s. 3d. for No. 3 pig-iron. This is an advance of 3s. 3d. to 3s. 6d. per ton since last Tuesday. This is no doubt partly due to the arrangement for reducing the make of Cleveland iron 12½ per cent. in conjunction with the reduction to be made in the make in Scotland. But it must not be forgotten that the demand for all kinds of raw and finished iron is becoming very strong, and this is to a considerable extent due to the great demand for iron ships and all that is required for them in the North of England. Messrs. Connal's stock of warrants to-day is 186,120 tons, a decrease on the week of 377 tons. This is a significant circumstance. Manufactured iron is also advancing in price. Ship-plates are 6*l.* 10s.; angles about 6*l.*; bars, 5*l.* 17s. 6d. to 6*l.* Coal and coke steady. The cokemakers have had a meeting, and decided to reduce the make 10 per cent. to prevent a surplus supply when the make of iron is reduced.

The chemical trade on these rivers has long been in a dull unsatisfactory condition; and although lately there has been an improved demand yet makers have failed to realise anything like fair profits. Increased rates have, indeed, been obtained, but a sufficient advance has not been got. It has, therefore, been proposed to reduce the production by 25 per cent. It has long been apparent that the make was too large; and, as nearly all the manufacturers have agreed to adopt this proposal, it is likely to be carried out very shortly.

The Proposed Central Northumberland Railway.—The decision of the North-Eastern Railway Company to construct a line from Alnwick to Cornhill, &c., does not, as we remarked last week, fulfil the idea of a Central Northumberland Railway. The scheme only embraces one-half, or little more, of the plan on which the great farmers and landowners have very rightly set their minds. This central railway through this large county is urgently required at the present time, not only to open out the valuable lime and coal beds which exist in the district, but likewise to enable the farmers to transport their produce to markets. The competition from America and other countries at present is so great that railway communication is absolutely required to enable the agriculturist to keep his head above water. A committee of influential gentlemen, including such names as Mr. Angus, the Mayor of Newcastle, Sir C. E. Trevelyan, Sir J. Swinburn, Mr. J. D. Weallens, the Hon. F. W. Lambton, M.P., Mr. H. T. Morton, &c., has been formed, and funds have been provided for the purpose of a survey, and an engineer has been engaged to make it, with a view to an application to Parliament for powers to construct the line. That this scheme will ultimately be carried out there is little doubt. In Central and North-West Northumberland there are many fine beds of coal; and, although those beds are generally thin, the quality is very good; and as the thick beds of the eastern part of the county are being rapidly worked out these thin beds will become valuable. There are also many valuable beds of limestone which will be utilised when railway facilities are afforded.

REPORT FROM CLEVELAND AND NORTH YORKSHIRE.

Sept. 29.—The reduction in the make of pig-iron and how it will work is the main topic here just now, and although the arrangement does not come into effect until the 1st proximo the market has been very strong, and a very considerable advance has taken place in the price of both pig and manufactured iron. The question, however, remains, will the ironmasters all prove faithful in carrying out the reduction? And are all makers of pig-iron included in the arrangement? We notice that Messrs. Bagnall, of Grosmont Ironworks, on the North Yorkshire Railway, have blown in another furnace last Saturday which has been out for over three years.

There are 118 furnaces in the Cleveland district, 95 of which are on Cleveland iron and 23 on hematite, and the effect of the decision come to will be to reduce the make by 20,000 tons per month, or to the extent of 120,000 tons for the six months.

The ironworkers are threatening also to restrict the make in Scotland unless they obtain an advance of wages. Mr. Macdonald, M.P., having recommended the men to counteract the movement made by the ironmasters to blow out a number of their furnaces by reducing their production, adding that otherwise the anomaly of iron rising in price and wages falling would occur. And at a meeting held at Hamilton it was unanimously agreed by the men that unless 6d. advance per ton was conceded by the 1st of October, all the men should work four days per week only of eight hours daily. It will be interesting to learn what effect this decision will have on the movement. It is understood also that the colliery owners are going to lessen the production of coke 10 per cent. for the Cleveland district, and it will naturally follow that the output from the ironstone mines will have to be reduced.

Mr. William Richards, ironfounder, has bought the Ormsby Nail-works, which have been lying idle for eight years, and purposes starting them in a few days. These works will give employment to about 50 men and boys. The Middlesborough jubilee will be held next Thursday, and great preparations are being made to make it a success. The town will be illuminated with electric light, and special trains will run from all the principal towns in the North of England.

A large steamer, named Zenobia, was launched at Whitby, on Saturday, from the Whitehall Dockyard (T. Turnbull and Sons). It is 286 ft. long, 36 ft. broad, and 24 ft. deep, and is built on the three-deck rule to class 100, A 1, at Lloyd's. Its engines are by Blair and Co., Stockton, and of 160-horse power. It has been built to the order of Messrs. Turner, Brightman, and Co., of London, and is the second vessel built by Messrs. T. Turnbull and Son for that firm.

REPORT FROM NORTH WALES, SALOP, AND CARDIGAN.

Sept. 29.—Perhaps some of the readers of the Journal would like to accompany me on a visit to the works in progress for the construction of the great reservoir at Llanwddyn, in North Wales, for the supply of the city of Liverpool with water. There are two principal ways by which this remote valley in the eastern recesses of the Berwyn mountains is reached. First, you can drive from Oswestry by Llangedurn and Penygarnedd, and over by the Phosphate Mine of Cwmgwynen, whence you obtain as fine an expanse of varied scenery as may be desired, and so down into the valley of the Vyrnwy by Abermarchnant, a distance of 22 miles. Or, secondly, you may take the train from Oswestry to Llanfyllin, 14 miles, and drive by the little village with the long name of Llanfihangel-y-Gwynt to the site of the works ten miles. When this point is reached we see perched high up upon a rock on our right hand the memorial-stone of Scotch granite, with an inscription which informs us that it was laid by the Earl of Powis on July 14, 1881. Those who were present on that occasion will remember with pleasure his lordship's graceful and classical speeches. Turning our backs upon the stone, and looking south-west across the valley, we behold a busy scene. The valley here narrows between rocks of felspathic ash, but the face of the rock on the opposite side is covered with a thick deposit of gravel and clay. Spread over and clambering up the slope of the hill are 200 or 300 men like soldiers storming a fortress. These men are removing the top burden of gravel in order to reach the solid rock. At the foot of this south-west slope a new temporary channel has been cut for the River Vyrnwy, and this is being concreted, and made water-tight to relieve the adjacent excavations nearer to us of water. Stretching from us to the new river bed is the beginning of the excavation down to the rock underlying the thick deposit of driftal matter which has been accumulated here. This excavation is about 60 yards wide, and will be carried down at its deepest part just under our feet some 60 ft. A shaft has been sunk from the present floor of the excavation 36 ft., and the rock reached. The whole of this excavation, and up to the memorial-stone above our heads, and right across the valley, is to be filled with solid masonry set in cement. The effect of the embankment will be to dam up the head waters of the Vyrnwy, and the dozen mountain streams that come tumbling into it into a lake nearly five miles long and a mile wide. The debris from the excavations is pitched into the centre of the valley below the embankment, where it will form a picturesque island below the great embankment. About this part of the works are the offices, stores, carpenters, smiths' and fitters' shops and stables for the horses, which for condition, size, and adaptation for the heavy work in which they are engaged do credit to their selection and keep.

Half-a-mile up the valley from the embankment we see in a tributory valley by the farmhouse Cynonucha, the commencement of the tunnel, 3½ miles long, which will form the outlet of the water on its 70 miles journey to Liverpool. Looking south-east from this point is the village of wooden houses, each of which has ample accommodation for a family and twelve workmen lodgers. The arrangement of these houses deserves special attention from all who, engaged in mining or quarrying operations, have to provide quickly, cheaply, and comfortably for a large number of workmen. Indeed the provision made for the comfort of the men by the erection of these houses, and the spacious coffee and reading rooms, and in the general arrangements for the carrying on of a great enterprise, reflect the highest credit upon the engineers—Mr. Thomas Hawksley, C.E., and Mr. G. F. Deacon, C.E., the latter of whom is resident at the works. At the east end of these houses is the temporary office of the quarrying department, and to this we next direct our steps. The selection and the superintendence of the quarrying of the stone for the embankment and various works has been entrusted to Messrs. D. C. Davies and Son, of Oswestry, and while we are at the works we hear the first shot fired in what will be a quarry of great magnitude. Some 400 tons of stone daily will be required for five years. The stone principally used will be a close grained siliceous and felspathic rock for the bulk of the work, and the thicker beds of the Bala limestone for facing. Both of these occur within half-a-mile of the embankment. The view up the valley from the quarry office is a beautiful one, and it is not without some feeling of regret that we think of these rich cornfields and pasture lands, with their white homesteads nestling amidst clusters of trees, together with the village sanctuaries, and the ground consecrated by memory and affection—"where the rude forefathers of the hamlet sleep"—having to disappear before the waters of a great lake. Yet so it must be. "The old order changeth, giving place to the new," and when the lake spreads its waters up these side valleys, and up to the foot of the Berwyns at its head, and the ground surrounding it assumes a park-like appearance, with a good lode skirting the lake on every side, the scene will have a new beauty all its own.

In my notice of some Cardiganshire mines last week I omitted to mention the successful progress made at the Penrhyn Gerwyn Mine of Mr. Stokes and his friends. They have a productive lode of great strength, and I wish them, as they deserve, success.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

Sept. 29.—There has been rather more activity of late in some of the lead mining districts of Derbyshire, and the prospects are in every way brighter than they have been. It is not often that accidents take place in lead mines, but one happened the other day at Bradwell, by which two men were injured, owing to a shot exploding near to where the fuse was put in. The ironstone mines in the county appear to be nearly abandoned in favour of the Northamptonshire ore, which now supplies the material for a considerable number of furnaces not only in Derbyshire and Notts, but in some parts of South Yorkshire as well. There has been a better demand for Derbyshire pig for Lancashire and Staffordshire of late, and prices are now much firmer than they were. In finished iron there has been no material improvement, and the works are far from being fully employed. The foundries are kept fairly going in pipes and other castings at Dronfield. The steelworks continue busy, but still there is a despondency prevailing amongst shopkeepers, property owners, and others, in consequence of the contemplated removal of the works of Messrs. Wilson and Cammell to Cumberland, close to the coast. The firm has been heavy ratepayers, and the town has been greatly improved by means of borrowed money on the security of the rates. The removal of the works will, therefore, throw a heavy burden on the comparatively small ratepayers, who would never have sanctioned the outlay had they thought there was even a remote probability of the works being removed. There has been a most decided improvement in the coal trade during the last two or three weeks, so that many collieries are now keeping their men fully employed. A considerable increase has taken place in the quantity of house coal going to London by the Midland, more especially from Clay Cross, Eckington, Blackwell, Grassmoor, and Pilsley, whilst the Brythrope Company has well maintained its position in the same market. Steam coal has gone off well of late, a good deal being consumed by the local furnaces and by the railway companies. Engine coal has been sent rather freely of late into Lancashire and Cheshire, and a fair business has also been done in gas coal and coke. Prices are better than they have been for house coal, but of course there are contracts running at the old and unremunerative rates, so that the improved trade does not imply in all cases improved prices.

In Sheffield trade has become more active in several branches, and the men are altogether better employed than during any previous part of the year. In steel-faced armour-plates business is still good, our own Government being the principal customer. In ordinary plates for boilers and ship-builders, as well as in sheets, wire and hoops, the mills have been kept fully going. Makers of Bessemer steel have been doing better of late, and prices have advanced from 5s. to 10s. per ton. A good deal is being absorbed by the rail mills, which are now in a high state of activity, whilst prices have become firmer. Still the railway rate to a shipping port is being felt most strongly, and unless there is a considerable reduction before long the railway companies will be able to boast that they have driven from the town a most important branch of local industry, that has found profitable employment for a very large number of workmen. The cutlery branches, although not particularly brisk, are in a healthy state, and the file and tool departments are much better than they have been. The foundries have been doing a steady business in pipes and builders' casting, but engineers are still comparatively quiet.

The coal trade of the district has improved a good deal of late, and an increased tonnage of households is now being put on to the Great Northern for the Metropolis. Steam coal is still in fair request for Grimsby for shipment, principally to the North of Europe, and a fair quantity is also being sent to Goole for shipment to the home ports.

During the week the Old Foundry, Barnsley, one of the largest establishments in the district, was sold by public auction, and purchased by Mr. J. Farrar, one of the partners, and well known as an able engineer, especially in the production of air-compressing engines and mining plant. The Dodsworth Silkstone Colliery, at which not so long since 1000 men and boys were employed, is still standing, and the engines, surface plant, corfs, &c., will be sold in the course of a few days at the instance of the liquidating trustee.

New Hand Rock Drill.—An ingenious hand rock-drill has been invented by Mr. W. P. Stevenson, of Vallecito, California. Within a frame two spring-containing tubes with their springs are placed parallel, each reciprocating beater arm being so formed that it may operate on the same drill. The beater arms are pressed back by cams operating upon rollers, the cams being rotated by a wheel and pinion arranged so that two men can work at the same time. It is stated that in practice very good results are obtained.

Perran Silver Lead.—Renewed attention is now it appears being directed to this property. It is reported that 200 shares have been sold for 207*l.* 10s., that the works are all completed, and that they expect to commence pumping the water at both mines this week. The shareholders have full confidence in the future of the mine, and anticipate that with the improving prices for metals the profits realised will be quite equal to expectations.

Bickton Silver-Lead and Manganese Mine.—During the past six weeks the directors have had the property inspected by several mine agents. The prospects appear to be favourable, although nothing of value has yet been met with. Capt. William George (Aug. 16) considers the lode in Bennett's adit is one of great promise for making remunerative deposits of lead ore at greater depths; in his opinion is strengthened from seeing so much lead on the dressing-floors in different stages of dressing that has undoubtedly been broken from the back and in the adit during the present working. The country surrounding the lode is congenial clay slate, such as the most productive lead lodes in the district were formed in. Capt. H. Harvey, of Phœnix United (Aug. 1), "would recommend the sinking of your engine-shaft with all possible speed to at least the 50, when you will have only a few fathoms to drive to intersect the lodes, and I have every reason to believe you will find such improvements at that depth as will repay the shareholders for their outlay, and that they will never have cause to regret their doing so. Do by all means get down to see the lodes at deeper points." Capt. John Gifford, of Russell United and Wheal Luskey (Aug. 4), recommends them to sink the shaft 60 fms. deep, and then to drive both north and south on the course of the lode by a full pare of six men in each end, where, from the strong and promising appearance of the lode seen at surface, they have every reason to expect good results would be met with. Captain Wm. Harris, the resident agent (Sept. 20) reports that they have only about 20 fms. deeper to sink to intersect their lead lode from Bennett's adit, which will give them most favourable opportunities to drive off and cut their parallel lode, discovered aobut 50 fms. west, and also the copper lode will be intersected easily by driving north on the lead; thus they will, he adds, be able to thoroughly prove all three lodes for the ground is very favourable for exploring.

Original Correspondence.

DEVON FRIENDSHIP MINE.

SIR,—As this grand and most valuable property will soon come prominently to the front, allow me to recapitulate a few of the important points connected with it. The mines have really never ceased working for nearly 100 years, and for a long time were the pride of the Tavistock mining district, having yielded about 1½ million worth of ores (chiefly copper), and paid some hundreds of thousands in dividends. The dues paid were then at a very heavy rate, and the carriage had to be done with horses long distances to Plymouth and Morewelham. A few years ago, mining being in a very depressed state, and some capital being required to carry out dead works, the shareholders (having been so long accustomed to receive money) were reluctant to find it, and sold the mines and plant to a gentleman who till last year continued operations on a moderate scale, and made a good profit. But to do justice to such a concern capital and more vigorous working were necessary, and hence the present company was formed early in the present year.

This company possesses great advantages over the old one. It pays dues only about one-third the former rate, and having a railway station within half a mile, the carriage will be almost nominal. The lodes of the mine yielded immense quantities of arsenical mundic, which were thrown away in heaps at surface, while the tin was chiefly treated in the same manner. There are almost mountains of refuse at surface (the accumulations of nearly a century) which contain a large proportion of both arsenical mundic and tin; and, as is well known, the former article has in the last few years become valuable, so much so that some mines have been making good profits from that source alone. The present Devon Friendship Company have already sold not far from 3000*l.* worth of arsenic and tin from the surface deposits and some stopes in the adit.

The operations were formerly mostly confined to the north lode, which was very rich for copper, and the present company are about to work the south lode (called Bennetts), which was found by a long cross-cut to be also very productive, and is likely to yield large returns, particularly parallel to the long courses of ore worked in the north lode. A fine new powerful pumping water-wheel (40 ft. by 10 ft.) is being erected, and will be ready to be set to work in a few days, which will soon drain the shaft on this south lode, and in a very short time the large sales of minerals which will be made, and consequent good profits, will force attention to these mines.

The adit level on the south lode has been worth for a long distance 4 to 7 tons of arsenical mundic per fathom, and in a few weeks the 30 fm. level under adit will be drained, in which and the deeper levels good discoveries will, without doubt, shortly be made. Hitherto the arsenic from these mines has been sold in a crude state, but a refiner will soon be erected, and enable the higher prices and profits to be realised.

There is also a point which I hope the company will not overlook, and that they will turn their serious attention to it as soon as the dead works now in hand are completed. I believe that in the old mine there are broken at least 500,000 tons of arsenical mundic (which the old company stowed away in the open places from which the copper had been extracted, and otherwise left underground to save the expense and trouble of raising to surface), besides long runs of the same laid open in the lode and unbroken. It would, therefore, add greatly to the profits of the present company if they were to drain the old mine merely to render this valuable property available. There is splendid water power (the River Tavy being the source of supply), and I believe the work could be accomplished cheaply, leaving a large margin for an immense profit from this source alone.

From what I have said your readers will observe that a splendid property is being quietly but energetically brought into a highly satisfactory state, and that there is at least one great exception to the number of mining companies which have been introduced to the public during the present year. The capital of the Devon Friendship Company is nominally 60,000*l.*, provision having, I understand, been made for the original idea of working the old mine. But since then that intention has been given up, and I believe that the 40,000 to 45,000 shares of 1*l.* each, which I am informed have been issued, supply more than ample funds for fully carrying out all the works that have been undertaken, so that my plan for draining the old mine for the arsenical mundic could probably be carried out without difficulty or delay. From the remarks I have made, and the opinions I have expressed, I need scarcely say that I am—

Sept. 27. A SHAREHOLDER.

CARELESS INVESTORS, AND JOINT STOCK COMPANIES.

One of the most curious and illogical communications which has obtained publicity for some time appeared in the City Article of the Times of Wednesday, the Editor very properly pointing out by way of introduction that the propositions are unpracticable, and that the writer, who chooses the favourite signature of "A Victim," is seeking to throw on other people's shoulders the responsibility he ought to undertake himself. It is fairly obvious that "A Victim" has no acquaintance with the Companies' Acts, and is utterly ignorant of the enormous protection which they afford him; and that he can have been victimised by his own niggardliness, stupidity, and neglect. The Silver Valley shareholders are not entitled to the slightest pity even if they have been reduced from affluence to beggary, but should rather be condemned for assisting to bring discredit upon joint stock enterprise by playing into the hands of, if not co-operating with, individuals whose proper place of residence is within a jail. Nor do the directors of such concerns deserve pity for being branded as fraudulent. By the sixteenth section of the Act of 1862 all Articles of Association must be printed, no Articles are valid until registered, and when registered they can be inspected by any person in the kingdom for 1s. In practice investors habitually neglect to examine the Articles or make any enquiry concerning them, although as a matter of fact the interest of the general body of members seldom receives much consideration from those who draught Articles of Association, and those which have placed Mr. Reynolds in repose for a while are really but one step more objectionable than those under which the majority of the companies now in existence are working.

The first thought of gentlemen invited to accept seats as directors is not whether they are competent for the duties they are about to undertake, nor whether the enterprise offers any prospect of profit; but rather whether the nominal purchase-money is sufficiently high to enable the vendor to make them such a pecuniary present as will enable them to pay for their qualifications, and whether the Articles secure them a good fixed salary for the use of their names. The majority of directors are mere puppets in the hands of the manager, and capitalists and investors encourage this system because they will not subscribe a shilling if the directors are men in any way acquainted with the business which it is proposed the company shall carry on; but will readily risk their hard earned cash if Sir Richard Simpleton, Bart., Gen. Feehunter, and Lord Knows Who are members of the board. So long as capitalists will subscribe without first reading and studying the Articles of Association, and ascertaining some details concerning the property it is proposed to purchase, so long will they be able to say that they are victims, but they should always add "of their own avarice," because if they intend to subscribe with a view to profit by the investment as a commercial venture there is ample time to make enquiry, and because it is only when they subscribe in the hope of finding greater simpletons than themselves who will buy at a premium, but falsely estimate their own simplicity, that these loud complaints are heard. The "Victim" in the Times states that the majority of persons who invest in limited companies are those who desire some better return for their savings than banks or Consols offer, people to whom every pound is of consequence, and in most instances people who are unable to investigate for themselves. Such persons are undeserving of pity. Even the most silly widow would scarcely buy a dress without ascertaining the quality, colour, &c., before parting with her money to a neighbouring tradesman; yet she, and all those who afterwards cry loudest over their spilt milk, unhesitatingly entrust their cash to the utmost strangers in exchange for any paper in the shape of shares which may be knocking about the market.

The suggestions of "A Victim" in the Times are so ludicrously unpracticable that they are worth reproducing, to show the character of individuals amongst whom promoters of questionable integrity obtain their support. Companies, he remarks, may be roughly divided into two classes, the first, those dealing with material objects, as mines, factories, established businesses, &c.; and the second those formed to commence banking, insurance, and such like speculative business. The former would be easy to deal with. A person, usually a local board surveyor, or even a chief inspector of police, should be directed to visit the mine or other property proposed to be acquired by the company, and report whether all was in accordance with the prospectus, while the books of the proprietor should undergo a severe scrutiny, either by this functionary or some other; or, if an accountant had previously examined them, he should be required to make, under penalties, a declaration as to the accuracy and thoroughnesss of his investigation. This plan would at all events ensure that no worked out mine, with but one man employed, only a broken wheelbarrow as plant, should be represented as in full working order, and well supplied with machinery, or a concern which the proprietors had found unremunerative be described as paying 30 per cent. The second class is more difficult to deal with, and the protection must be less complete; but much might be afforded by the Companies' Registry appointing some competent person to examine all documents and the details of the prospectus. All calculations should be checked and the promoters required to lay their sources of information before him. The examining official should be a salaried business man, well used to company law, and who, if possible, shall have had practical experience in it, for as the work would not be of the usual red-tape character of a Government office, it would be necessary for him to be a man of experience and acumen, and one to whom a prospectus, which to a country gentleman might seem most satisfactory, would appear a mere man-trap.. Companies trading abroad would require somewhat different treatment, but in certain cases the place of business might be visited, and in all indisputable evidence of the truth of the facts alleged required. Such an arrangement would give a great impetus to Limited Liability companies of a sound order. They would be better supported and so have more chances of success than they now possess, for the fact of their having passed the Government examination would inspire investors with more confidence than they could otherwise feel; and the promoters of bogus companies would find most if not all, their occupation gone.

WATSON BROTHERS' MINING CIRCULAR.

WATSON BROTHERS,
MINEOWNERS, STOCK AND SHARE DEALERS &c.
1, ST MICHAEL'S ALLEY, CORNHILL, LONDON.

Nearly twenty years ago the weekly information which had previously been published for a great number of years in WATSON BROTHERS' Mining Circular was transferred to the columns of the *Mining Journal*, with the following announcement.

In the year 1843, when mining was almost unknown to the general public attention was first called to its advantages, when properly conducted, in the "Compendium of British Mining," commenced in 1837, and published in 1843, by Mr. WATSON, F.G.S., author of "Gleanings among Mines and Miners," "Records of Ancient Mining," "Cornish Notes" (first series, 1862), "Cornish Notes" (second series, 1863), "The Progress of Mining," with Statistics of the Mining Interest, published annually in the *Mining Journal* for 21 years, &c., &c. In the Compendium, published in 1843, Mr. WATSON was the first to recommend the system of a "division of small risks in several mines, ensuring the success in the aggregate," and Messrs. WATSON BROTHERS have always a selected list on hand. Perhaps at no former period in the annals of mining has there been more peculiar need of honest and experienced advice in regard to mines and sharedealing than there is at present; and from the lengthened experience of Messrs. WATSON BROTHERS they are emboldened to offer, thus publicly, their best services and advice to all connected with mines and mining.

Messrs. WATSON BROTHERS are daily asked their opinion of particular mines, as well as to *recommend* mines to invest or speculate in, and they give their advice and recommend mines to the best of their judgment and ability, founded on the best practical advice they can obtain from the mining districts, but they will not be held responsible, nor subject to blame, if results do not always equal the expectations they may have held out in a property so fluctuating as mining.

The great extension of mining business, the difficulty so often complained of by country shareholders in getting accurate and disinterested information as to the state of Cornish and Foreign Mines, and of the financial and real position of mining companies generally, have induced Messrs. WATSON BROTHERS to make their Circular now published in the *Mining Journal* more extensively known, and to state—

That they issue daily to clients and others who apply for it a Price List (as supplied to most of the London and country papers), giving the closing prices of Mining Shares up to Four o'clock.

They also buy and sell shares for immediate cash, for the usual fortnightly settlement in all Mines dealt in on the Mining and Stock Exchanges, at the close market prices of the day, free of all charge for commission. They deal also, on the same terms, in the Public Funds, Railways, Telegraphs, and all other Securities dealt in on the Stock Exchange.

Having agents in all the mining districts, they are constantly getting mines inspected for their own guidance, and will also obtain special reports of any particular mine for their clients, for the inspecting agent's fee of £2 2s.

Messrs. WATSON BROTHERS take this opportunity of stating that on July 1 they took into partnership Mr. H. J. DEAN, who has been for a number of years asssociated with the firm, and Mr. W. H. H. WATSON, who has had some years experience of practical mining and engineering in Cornwall, and is the son of the senior partner. The firm will still be called that of "Watson Brothers."

The number of weekly communications received from almost every part of the world in regard to remarks in this Circular indicate so plainly how much they are read (and, we trust, appreciated) that they will be continued by the same writer.

Indeed, while new blood is introduced to attend to the more laborious and mechanical details of the business, the old will have more time to devote to heir different departments.

Mr. Alex. Kerly is himself a respectable and honourable member of a learned and very honourable profession; yet some of the worst commercial men we have ever heard of have been lawyers, and hundreds of innocent persons have been ruined and beggared by placing their trust in them. But what would Mr. Kerly think of us if we enumerated all the legal breaches of trust we have read of and know of, and then hold them up as specimens of the whole system of law! Yet this is the style and the way in which Mr. Kerly treats the whole system of the Cost-book in his long-winded essay upon it. Few people have suffered more from the *abuses* of the Cost-book than we have, or have been merely roughly handled in the Court of Stannaries. But a few exceptions do not form the rule; and while our own experience has made us more cautious as to seeing its principles properly carried out, we also know that most of the dividend-paying and best mines of the day are conducted on the Cost-book System; and where that system is properly sustained we can only repeat—for we are not disposed to go through the whole question again—that it is the simplest and best upon which Cornish mines can be conducted.

We have not written one word against mines properly conducted under the Limited Liability system, we have had no reason to do so; and our defence of the Cost-book arose, as many of our readers will remember, in consequence of some of our correspondents writing us that they had been strongly advised to sell out of all their Cost-book mines, and invest in some of the new Limited companies then advertised, and which we knew to be gross deceptions, to use a very mild term indeed. Those who wrote us were alarmed at "bogeys" raised to scare them out of Cost-book mines, and we endeavoured to explain and explode them, as well as comfort our correspondents. And now, looking at the very worst *abuses* that could possibly arise under the Cost-book, we would ask its opponents if it were *possible* for such rascality to be perpetrated under it as we read of this week in the Law Courts, under the name of Great Wheal Polgooth ("Limited"). Luckily this concern is one of the very gross exceptions of a generally good rule. Nothing of the sort would, or could, have happened with responsible men understanding mining affairs on the direction, and such a concern must not be taken as a type or specimen of Limited companies in general. Nor should the Cost-book be *condemned* by advocates of Limited Liability because it has occasionally been abused, and is liable to abuse

We cannot say why the last fall in Peevor shares took place. Those who took advantage of the remarks we made upon the mine when shares were at 20*l.* each, and sold out, did well. Our agent's report was perfectly correct, and those who refused to believe or act upon it then write us now that they wish they had done so. Some people are selling out Peevors, and buying into West Peevor, which should have formed part of Peevor sett, but any day an improvement may take place in Peevor's shaft.

We expressed our opinion at the time upon the Indian Gold Mines; they absorbed a capital of something over three millions sterling and we have not yet heard of any particular returns.

East Blue Hills is in 12,000 shares, and all the shares were offered in the first instance to shareholders in Blue Hills, and a call of 5s. per share (3000*l.*) made. The outlay since April has been about 500*l.*, and there is no liability whatever on the mine. Tin is being raised, and we may soon sell some.

The No. 6 end at D'Eresby Mountain is worth 2½ to 3 tons per fm., and the agents write that they consider it the most important discovery yet made at the mine, as it is below all the old workings, and going towards several junctions of other lodes. This end, in fact, must be pushed on with all speed, not only to open up ore ground but to make other important discoveries below where the old men worked.

Clementina (Gwydyr Amalgamated) is daily improving, and we may soon hear of a good course of ore.

At West Crebor the shaft is down 30½ fms., and driving will soon be commenced on the lode.

At Kirk Michael the shaft is down 7½ fms. below the 20, and there is a great improvement in the character and productiveness of the lode.

Prince of Wales sells a small parcel of tin monthly, and has raised 300*l.* worth of copper ore, which would have been sampled ere this but for the delay in getting a new wheel for the crusher. This was no fault of the agents, but of the foundry.

Bratsberg shares are dealt in as fully paid up.

The letters received have been forwarded to the parties requiring agents.

It will be seen that since the inquiry about Peevor referred to above shares have risen from 12 to 15½.

One of the "bogeys" against the Cost-book was that relinquishing shareholders—that is to say, those who took advantage of the saving clause of the system, and got rid of all liability by throwing up their shares—acted prejudicially to those who remained. As an example of this Killifreth Company have just sold their relinquished shares at a *profit* of 541*l.* to the "remaining" shareholders.

The week before last we stated that nine Cornish Cost-book mines (the names were given in the Journal) had in 14 days risen in market value 150,000*l.* During the present account an enormous business has also been done in Cost-book mines, but during the whole month there has been no perceptible rise, and scarcely any business whatever doing in Limited companies. Can the opponents of the Cost-book explain this? We think we can. The public like to see active business and will buy, when it is going on. Many of the Limited companies are so drained at starting by vendors and promoters that in the market they become "unlimited stagnation."

SOUTH DOLCOATH TIN AND COPPER MINE.—We learn from Cornwall that this property, which was extensively worked up to 1876, when in consequence of the bad times it fell into the hands of a mortgagee, has lately been purchased by a few gentlemen, who contemplate resuscitating it into a going concern within a very short space of time; and, as our correspondent assures us that the mine is now in the hands of thoroughly experienced, practical, and energetic men, we shall be on the look out for further information concerning it. Considering that it is immediately surrounded by such splendid properties as Carn Brea, Dolcoath, South Frances, West Basset, &c., it may be fairly assumed that there is a great future before the mine in question, whether the gentlemen whose sagacity has led them to discover and embark their capital in it choose to retain it in their own hands or to dispose of it to a Limited Company.

DR. LOCOCK'S PULMONIC WAFERS gives instant relief and rapidly cure asthma, consumption, coughs, colds, bronchitis, and all disorders of the breath and lungs. In hysterical, nervous, and heart complaints they are unfailing. In rheumatic and nervous complaints they act like a charm. Nothing else gives such a sound, refreshing night's rest. They taste pleasantly. Sold by all druggists at 1s. 1½d. and 2s. 9d. per box.

HOLLOWAY'S OINTMENT AND PILLS.—For the cure of burns, scalds, wounds, and ulcers, this justly celebrated ointment stands unrivalled. Its balsamic virtues immediately on application lull the pain and smarting, protect the exposed nerves from the air, give to the vessels the vigour necessary to heal the sore, and confer on the blood a purity which permits it only to lay down healthy flesh in the place of that destroyed. Holloway's pills, simultaneously taken, much assists the ointment's purifying and soothing power. Together these medicines act like a charm; no invalid, after a fair trial, has found them fail to relieve his pain, or completely cure his disease. The combined action of the ointment and pills in all disorders is too irresistible to be withstood.

COPPER ORES.

Sampled Sept. 7, and sold at the Royal Hotel, Truro, Sept. 22.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Devon Great Consols..	113	£1 7 6	South Caradon	10	£18 17 6
ditto	99	1 7 6	Gurnislake Clitters).)	88	6 13 6
ditto	97	1 4 0	ditto	86	6 8 6
ditto	95	1 4 0	ditto	80	5 11 0
ditto	91	1 8 6	ditto	77	6 13 6
ditto	86	1 2 0	ditto	74	7 4 6
ditto	80	4 8 0	ditto	15	11 17 6
ditto	79	1 0 6	ditto	13	2 14 6
ditto	63	5 1 0	Marke Valley	70	2 11 6
ditto	57	1 9 0	ditto	45	2 12 0
ditto	6	19 8 0	ditto	42	4 1 6
South Caradon	115	3 18 0	ditto	25	2 8 6
ditto	86	3 9 0	ditto	23	1 16 0
ditto	86	3 9 0	Glasgow Caradon	74	4 3 0
ditto	85	3 2 6	ditto	66	3 7 0
ditto	66	3 4 6	Bedford United	62	2 13 6
ditto	63	4 18 6	West Caradon	60	3 9 0
ditto	62	7 14 6	Trugo Mine	40	3 6 0
ditto	60	10 4 6	East Caradon	25	4 12 0
ditto	54	3 16 6	Mid-Devon Copper	24	6 0 6
ditto	51	4 18 6			

TOTAL PRODUCE.

Devon Great Con.	866	£1996 7 0	Bedford United	62	£ 165 17 0
South Caradon	740	3581 17 6	West Caradon	60	270 0 0
Gunnislake (Clit.)	433	2846 2 6	Trugo Mine	40	132 0 0
Marke Valley	205	570 8 6	East Caradon	25	115 0 0
Glasgow Caradon.	140	528 4 0	Mid-Devon Cop...	24	144 12 0

Average standard ..... £ 90 5 0 | Average produce 7¾
Average price per ton £3 17 0
Quantity of ore..... 2595 tons | Quantity of fine copper, 189 tons 15 cwts.
Amount of money £9987 8 6
LAST SALE.—Average standard... £ 87 14 0 | Average produce 7¾
Standard of corresponding sale last month, £ 96 13 0 | Produce, 5¾

COMPANIES BY WHOM THE ORES WERE PURCHASED.

Names.	Tons.	Amount.
Vivian and Sons	632½	£2347 10 3
Grenfell and Sons	594	2699 10 6
Nevill, Druce, and Co.	501½	1605 11 3
Williams, Foster, and Co.	650	2471 13 6
Mason and Elkington	191	715 3 0
Charles Lambert	26½	148 0 0
Total	2595	£9987 8 6

Copper ores for sale on Thursday next, at Tabb's Hotel, Redruth—Mines and parcels.—Mellanear 511—Violet Seton 162—West Tolgus 127—East Pool 76—West Seton 65—South Crofty 25—Pendarves United 6.—Total, 972 tons.

MESSRS. ABBOTT AND WICKETT,
STOCK AND SHARE BROKERS, REDRUTH.
ORDERS BY TELEGRAM PROMPTLY EXECUTED.

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Special dealings in all the principal Railways, Foreign Stocks, Tramways, American Securities, and Indian Gold Shares.
Speculative accounts opened, and the most reliable information furnished on all the above leading Stocks.
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THE EIGHTH SESSION begins October 4, 1881, and ends June 23, 1882.

Instruction in the Theory and Practice of COAL MINING, Mining Engineering, and Colliery Management. Class Fee, £3 3s.

The Board of Examination for Mining Certificates now accept attendance at the College in lieu of a part of the time hitherto required to be spent in a colliery.

Other classes in Mathematics, Experimental Physics, Chemistry, Geology and Mining, Biology, Civil and Mechanical Engineering, Latin, Greek, and English (Language, Literature, and History), Mental and Moral Science, French, German, Oriental Languages, Textile Industries, Dyeing, &c., &c. Practical Work in Laboratories and Dyehouse.

Prospectus free on application to the Secretary of the College, Leeds.

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The SCHOOL will OPEN on MONDAY, 3rd October.

The Prospectus may be obtained on application by letter to the Secretary, Science and Art Department, South Kensington, S.W.

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SUPPLIED AT HALF THE USUAL COST OF STAMP MILLS. Success guaranteed.

Favourable terms will be made with those intending to erect works.

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NEW MACHINE TOOLS FOR SALE,

READY FOR IMMEDIATE DELIVERY.

1.—No. 0 Punching and Shearing Machine for ¼ in. through ¼ in.
2.—No. 3 Punching and Shearing Machine for ½ in. through ½ in.
3.—No. 4 Punching and Shearing Machine for ⅝ in. through ⅝ in.
4.—No. 5 Punching and Shearing Machine for ¾ in. through ¾ in.
5.—Plate Shearing Machine, with 42 in. blade, for ¾ in. thick.
6.—Six No. 3 Bench Drills, 1½ in. Spindle for 18 in. diam.
7.—No. 4, Single Speed Drill, 1¾ in. Spindle for 24 in. diam.
8.—No. 6 Double-geared Drill, 2½ in. Spindle, for 30 in. diam.
9.—No. 8 Double-geared Drill, 2½ in. Spindle, for 42 in. diam.
10.—No. 11 Double-geared Drill, with 2½ in. Spindle, for 44 in. diam.
11.—No. 11 Double-geared Drill, 3 in. Spindle, for 44 in. diam.
12.—No. 3-10 in. stroke Slotting Machine, for 42 in. diam.

SELF-ACTING SCREW-CUTTING LATHES.

13.—Two 6½ in. Centre, with 6 ft. Gap Beds, complete.
14.—One 6½ in. Centre, with 8 ft. Gap Bed, complete.
15.—One 7½ in. Centre, with 12 ft. Gap Bed, complete.
16.—One 8 in. Centre, with 8 ft. Gap Bed, complete.
17.—One 8½ in. Centre, with 12 ft. Gap Bed, complete.
18.—One 9 in. Centre, with 12 ft. Gap Bed, complete.
19.—Two 9½ in. Centre, with 12 ft. Gap Bed, complete.
20.—One 10 in. Centre, with 16 ft. Gap Bed, complete.
21.—One 10½ in. Centre, with 15 ft. Gap Bed, complete.
22.—One 9 in. Slide Lathe, with 22 ft. Gap Bed, complete.
23.—One 7 in. Double-geared Hand Lathe, on 6 ft. Bed.
24.—No. 10 9½ in. Treble-geared Slide and Surface Lathe.
25.—No. 8 5 in. by 4 ft. Bed Screw Cutting Foot Lathe.
26.—No. 12 Pipe Flange Drill, for Hand Power.
27.—No. 1 Powerful Fly Press, 7½ cwt. size.
28.—No. 2 Double-arm Fly Press, about 30 cwt., 4 in. Screw.
29.—One Thorne's Patent Portable Radial Drill.
30.—10 in. in. Stroke Shaping Machine, with 5 ft. Bed.

ENDLESS BAND SAW MACHINES.

31.—Two No. 00, with 12 in. Pulleys, for Hand Power.
32.—Two No. 00, with 12 in. Pulleys, for Foot Power.
33.—Two No. 00, with 12 in. Pulleys, for Steam Power.
34.—Three No. 0, with 18 in. Pulleys and 30 in. Square Table.
35.—One No. 3, with 36 in. Pulleys, and 48 in. Square Table.
36.—26 in. Saw Bench, with Rising Spindle, and Boring Table.
37.—Two-horse Horizontal Steam Engine, complete.
38.—Jigger Saw Machine, to cut up 8 in. thick, 20 in. Table.
39.—Two 4½ in. Stroke Shaping Machines, Circular Motion.
40.—Screw Cutting Foot Lathe, 5 in., with 5 ft. Straight Bed.
41.—No. 8 Screw Cutting Foot Lathe, 5 in., with 5 ft. Gap Bed,
42.—Radial Drill, with 4 ft. 6 in. Arm, Box Bed, 6 ft. by 3 ft.
43.—16 in. Stroke Shaping Machine, 6 ft. Bed, Two Tables, &c.
44.—16 in. Stroke Shaping Machine, 6 ft. Bed, Two Tables, &c.
45.—7½ in. Surfacing and Screw Cutting Lathe, 8 ft. Gap Bed.
46.—No. 7 Geared Drill, 2½ in. Spindle, to admit 36 in. diam.
47.—Bench Drill, to admit 14 in. diam., 14 in. Table, 1½ in. Spindle.
48.—Bench Drill, to admit 16 in. diam., 11 in. Table, 1½ in. Spindle.
49.—Saw Bench, with Planed Top, 36 in. by 22 in., for 18 in. Saw.
50.—No. 24 Geared Drill, 2 in. Spindle, to admit 30 in. diam.
51.—Six Best No. 1 Hand Mortising Machines, with Chisels, &c.

The above Tools are new, and all may be inspected, with others in progress, at our Works. Prices on application.

EASTERBROOK, ALLCARD, AND WILD,
TOOL MAKERS,
PENISTONE ROAD, SHEFFIELD.

THE MINING INQUIRY OFFICE
262, GRESHAM HOUSE, E.C.

CARTER AND CO., STOCK AND SHARE DEALERS,
8, UNION COURT, OLD BROAD STREET, LONDON,

Know of two or three Mines well situated and well managed, having abundance of mineral, which they can strongly recommend to intending investors for a substantial rise, and for good dividends.

Those desirous of making a good investment will do well to write to CARTER and Co, for particulars.

HORACE J. TAYLOR, STOCK AND SHARE DEALER,
(Late of the PORT PHILLIP AND VICTORIA [London] MINING COMPANIES, Limited.)
38, GREAT ST. HELEN'S, LONDON, E.C.
BANKERS: The CENTRAL BANK OF LONDON (Limited).

C. T. REEVES AND CO.
(ESTABLISHED 1872.)
STOCKBROKERS,
19, WALBROOK, LONDON, E.C.

INVESTMENTS IN STOCKS AND SHARES.

Purchases and Sales of Home, Foreign, and Colonial Stocks and Shares made at the closest market prices either for cash or the fortnightly settlement.

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Advances made on Stocks, Shares, and other negociable Securities at equitable rates of interest.

Speculative accounts opened on favourable terms.

Special Business in Gold Mining Shares.

C. T. R. and Co.'s Monthly Price List and Report on the Stock Markets sent post free on application.

TO INVESTORS SEEKING SOUND, CHEAP, GENUINE, AND PROGRESSIVE INVESTMENTS.

MESSRS. THOMPSON AND SON, PLYMOUTH, after 30 years practical experience, do not hesitate to recommend the UNDERMENTIONED MINE SHABES for IMMEDIATE PURCHASE, well knowing they will ere long rank amongst the richest mines Cornwall has ever produced, and at present prices the cheapest in the market. The capital in each, although sufficient, is very small, not one-quarter of the promotion money charged by some vendors of abandoned and impossible mines. The various considerations offered to shareholders in the following mines, as compared with those of the generality of the latest announced ventures, are deserving of the careful judgment of mining shareholders. The fullest particulars will be given, and questions answered. The mines referred to are—

THE OLD WHEAL ROSE SILVER-LEAD AND SPATHOSE IRON MINE.

This mine is in the parish of Sithney in the Mounts Bay. It is not near nor has anything akin to East Wheal Rose in Newlyn. This mine has only been worked 58 fms. deep, returning over £100,000 worth of lead, containing 60 ozs. to silver to the ton. This little depth for a lead mine in Cornwall is only where West Chiverton, East Wheal Rose, and other rich mines commenced to make; therefore, it is nearly maiden ground. The fullest particulars may be seen in Messrs. Thompson's pamphlet on Sound and Rising Mines. Sent post free. These shares are at present only 20s. each, fully-paid.

NEW PENROSE TIN AND COPPER MINE COMPANY (LIMITED).

This mine is in the parish of Breage in the Mounts Bay, and was extensively worked under the sea from the cliff, but never inland. Over £100,000 profit was made from the workings, but the sea broke in and the mine stopped; an immense area of mineral (maiden) ground is now being explored and worked inland, and the same lode which made such riches under the sea is now being sunk on. Any week a great discovery may be made. These shares are only at par at 20s. each, fully-paid. Shareholders should apply for particulars. Capt. Charles Thomas, the late manager of Dolcoath, pronounced the mine a worthy undertaking.

THE ROYALTON TIN MINE COMPANY (LIMITED).

This mine is in the parish of St. Columb, the property of the Prince of Wales as Duke of Cornwall; it is only 25 fms. deep, and has been worked as an open-cutting, where the tin stone was so very prolific that £20,000 were realised with very slight machinery. No mine offers a better prospect of early success than this, as there are thousands of tons of tin stone now in sight. These shares are at par, or 20s. fully-paid, but will very soon go to a premium.

Messrs. THOMPSON and SON cannot guarantee to deliver any large quantity of these shares at par, as any day they may be dealt in at enhanced prices. Messrs THOMPSON invite a perusal of their circular, which contains particulars of other mines.

Plymouth, September 8th, 1881.

In the High Court of Justice—Chancery Division.
MR. JUSTICE CHITTY.

IN THE MATTER OF THE COMPANIES ACTS, 1862 AND 1867; AND IN THE MATTER OF THE MORAY FIRTH MINING COMPANY (LIMITED).

IMPORTANT NOTICE TO OWNERS OF MINING PROPERTY, CAPITALISTS, SPECULATORS, AND OTHERS.

TO BE SOLD, BY TENDER, the VALUABLE LEASE and MINING RIGHTS, extending over an area of 150 acres, or thereabouts, in the parish of Drainie, on the shores of the Moray Firth, and close to Lossiemouth, in the county of Elgin, N.B., held direct from the Lord of the Manor at a nominal dead rent, merging into a very light royalty for a term of 21 years, together with the extensive and newly-erected BUILDINGS, and the

VALUABLE PLANT, MACHINERY, AND STORES

Therein contained, all of which were new within the past 18 months, and include complete PUMPING, WINDING, CRUSHING, and DRESSING MACHINEY, besides a large quantity of STORES and LOOSE MATERIALS of first-rate quality.

Orders to view the property and detailed particulars of the Buildings, Plant, Machinery, and Stores thereon and therein, and a Form of Tender, together with particulars and conditions of sale, may be obtained from the following Solicitors:—

Messrs. GREENFIELD and ABBOTT, 37, Queen Victoria-street, E.C., London; Messrs. G. and P. GATHERER, 30, North-street, Elgin, N.B.; and Messrs. CAMERON and ALLAN, Bank of Scotland, Elgin, N.B.; also from the Official Liquidator, JOHN H. TILLY, Esq., F.C.A., 37, Queen Victoria-street, E.C., London.

All Tenders must be sent in—marked, "Tender Moray Firth Mining Company (Limited)"—on or before the 31st day of October, 1881, and addressed—JOHN W. HAWKINS, Esq., Chief Clerk, Mr. Justice Chitty's Chambers, Rolls Yard, Chancery-lane E.C., London.

The Court does not bind itself to accept the highest or any Tender.

ELIGIBLE MINING INVESTMENT.
TAVISTOCK, DEVON.

MESSRS. WARD AND CHOWEN will SELL, BY PUBLIC AUCTION, on Tuesday, the 4th day of October next, at half-past Four o'clock p.m., at the Queen's Head Hotel, Tavistock, the whole of the MINE, MACHINERY, PLANT, and MATERIALS, together with the REMAINDER of the LEASE, of all that MINE SETT known as

EAST WHEAL CREBOR MINE,

Held from the Earl of Devon for 21 years, from the 29th September, 1879, subject to a dead rent of £20 per annum, on a liberal royalty, situate in the parish of Whitchurch, Devon, which will be offered for sale as a going concern in one lot.

The machinery, &c., comprises a 50-horse power (nominal) high-pressure steam-engine, by Robey and Co., with fly and driving wheels and connections; pumping, winding, and capstaning gear; pumps in shaft, whim, steel rope, capstan, shears, sheaves, 70 fms. of pitwork, three drawing lifts, crab-winch, dressing apparatus, scales and weights, smithery tools, anvils, bellows, quantity of iron, carpenters' bench, vice and other articles in carpenters' shop, also the furniture in the counting-house.

The steam-engine is one of the finest ever sent out by the above-named firm, and is sufficiently powerful to carry the mine to a great depth, as well as adequate for all drawing and capstaning operations.

The sett is situated in the centre of a flourishing mining district, and has from time to time returned large quantities of rich ore, and it is believed only requires further development to make it a profitable undertaking.

For viewing apply to Capt. Rowe, on the mine, and for conditions of sale and further particulars either to the Auctioneers, residing at Burnville, Bridestowe, Devon, or to H. L. PHILLIPS, Esq., 5, Copthall Buildings, Throgmorton-street, London, E.C.

SWANSEA

EXTENSIVE MANUFACTURING PREMISES (the walls built substantially of stone), covering nearly an ACRE OF GROUND, directly abutting on the Tennant Canal and Vale of Neath Railway, and in close proximity to the New East Dock, now in course of construction at Port Tennant (with or without about three acres of tipping ground),

FOR SALE, BY PRIVATE CONTRACT.

The premises covered in give the following dimensions in square feet:—

Ground Floor	21,842
First Floor	8,372
Second Floor	4,867
Square feet of flooring	35,581 (roofed over).

Admirably adapted for Engineering, Tin-plate, Fuel, Galvanising, Paint, Oil, or Chemical Works, Brewery, Maltings, Steam Cooperage, Builders' Shops, Steam Saw Mills, or, in fact, any trade requiring extensive, substantial premises in a splendid position as regards business facilities, the reception of the raw material, and the transit of goods.

Apply to—

ELFORD, WILLIAMS, AND CO., SWANSEA.

TO BE LEASED, BY PUBLIC AUCTION, on Tuesday, the 10th day of January, 1882, at the Crown Lands Office, in the Athenæum Building, St. John's, Newfoundland, the following

MINING AREAS,

Reserved to the Crown under the laws relating to MINES and MINERALS, out of various licenses to search heretofore granted, in such Lots, and upon such terms and conditions as shall be hereafter prescribed by the Governor in Council:—

1.—About 2 square miles, being the residue of a license to search for minerals granted to Messrs. A Guzman and Wm. Stirling, situate on the north side of Little Bay, Notre Dame Bay, from which they have selected 1 square mile—the said square mile being what is known as the Little Bay Copper Mine, now in active operation.

2.—About 2 square miles, being the residue of a license to search for minerals granted to Messrs. Josiah Colborne and Henry Knight, situate at Shoal Arm, on the south side of Little Bay, Notre Dame Bay, from which they have selected 1 square mile.

3.—About 2 square miles, being the residue of a license to search for minerals granted to Mr. Thomas Peyton, situate on the north side of Hall's Bay, Notre Dame Bay, from which he has selected 1 square mile.

4.—About 2 square miles, being the residue of a licence to search for minerals granted to Mr. James Norris, situate on the south side of Western Arm, Three Arms, Notre Dame Bay, from which he has selected 1 square mile.

5.—About 2 square miles, being the residue of a licence to search for minerals granted to Messrs. John Bowring and Robert Knight, situate on the south side of Green Bay, Notre Dame Bay, from which they have selected 1 square mile. This area is known as Nick's Nose claim.

6.—About 2 square miles, being the residue of a license to search for minerals granted to Messrs. White, Rogerson, and others, situate at Birchy Cove, on the south side of the South West Arm of Green Bay, Notre Dame Bay, from which they have selected 1 square mile.

7.—About 2 square miles, being the residue of a license to search for minerals granted to Messrs. White, Rogerson, and others, situate at Mansfield's Point, on the south side of the South West Arm of Green Bay, Notre Dame Bay, from which they have selected 1 square mile.

8.—About 2 square miles, being the residue of a license to search for minerals granted to Hon. Edward White, situate 1 mile inland from "Naked Man" rock, on the south side of South West Arm, Green Bay, Notre Dame Bay, from which he has selected 1 square mile.

9.—About 2 square miles, being the residue of a license to search for minerals granted to Philip Cleary, Esq., situate at Rabbitt's Arm, Notre Dame Bay, from which he has selected 1 square mile.

10.—About 5 square miles, being the residue of three licenses to search for minerals, granted to Philip Cleary, Esq., situate at Sunday Cove Island, Notre Dame Bay, from which he has selected 3 square miles.

11.—About 1 square mile, being the residue of a license to search for minerals granted to Messrs. Gilbert Browning, James Fletcher, Robert A Mackim, and James Browning, situate at Thimble Tickle, Seal Bay, Notre Dame Bay, from which they have selected 1 square mile.

12.—About 4½ square miles, being the residue of two licenses to search for minerals granted to Messrs. David Baird, James Goodfellow, and Alexander Smith, situated on the eastern part of Pilley's Island, Notre Dame Bay, from which they have selected 2 square miles.

All further information relative to the terms and conditions of letting, the extent of the several lots, &c., may be obtained on application at the Crown Lands Office, where diagrams of the several areas can be seen.

W. J. S. DONNELLY, H. M. Surveyor General.

St. John's, Newfoundland, July 5th, 1881.

POSTPONEMENT OF INTENDED SALE BY AUCTION.

THE INTENDED SALE, BY AUCTION, of GARESFIELD and ESTATE, comprising 1900 acres, more or less, of FREEHOLD COAL; 500 acres, more or less, of FREEHOLD FIRE-CLAY; 50 acres, more or less, of LEASEHOLD COAL; 570 acres, more or less, of LEASEHOLD FIRE-CLAY; and 530 acres, more or less, of LAND; and the MINES OF COAL under the estate of Ravenside, containing 295 acres, more or less, all situate in the parish of Ryton in the county of Durham,

IS TEMPORALLY POSTPONED.

A time for the sale will be stated in future advertisements, unless the properties are previously sold by private contract,

Offers to buy by private contract may be sent to, and copies of the particulars and conditions of sale may be obtained from Messrs. CLAYTON and GIBSON, Solicitors, Guildhall, Newcastle-upon-Tyne.

TO INVESTORS AND CAPITALISTS.
CORNWALL.

TO BE SOLD, to close an account, an EXCELLENT and PROGRESSIVE TIN MINE, as a going concern.

The MINE is held under a new and liberal grant, and is fully equipped with a POWERFUL CORNISH ROTARY ENGINE, STAMPS, CRUSHER, and all requisite PLANT, &c., in working order, and offers a good opportunity for the formation of a Mining Company.

To treat, apply to Mr. HENRY F. WHITEFIELD, Solicitor, St. Columb.

FOR SALE, a 30 H.P. PORTABLE STEAM ENGINE; with link-motion reversing gear, has drum and gearing complete for winding and pumping.

A 14 H.P. PORTABLE WINDING and PUMPING ENGINE.

Also a 6 H.P. PORTABLE HOISTING ENGINE.

Apply to—

BARROWS AND STEWART, ENGINEERS, BANBURY.

MINING MANAGER WANTED for a PLACER in DUTCH GUIANA. Must have had practical experience in Alluvial Mining and Prospecting for Gold.

Address, with copies of testimonials, and full particulars as to age, salary expected, &c., to "Gold," MINING JOURNAL Office, 26, Fleet-street, London, E.C.

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ADVERTISER SEEKS RE-ENGAGEMENT. Educated at Freiberg. Thorough Metallurgical and Chemical knowledge. Experienced in Management of large Works in England and Abroad, and in Erection of Plant, especially Lead and Silver Work. Highest references and testimonials.

Address, "A. B. H.," MINING JOURNAL Office, 26, Fleet-street.

MINING ENGINEER.

THE HUNTINGTON COPPER AND SULPHUR COMPANY (LIMITED) REQUIRE a thoroughly qualified and energetic MINING ENGINEER to act as UNDER MANAGER of their MINES and SMELTING WORKS in CANADA. If found competent he would ultimately be appointed GENERAL MANAGER, while the present Manager would continue his services as Consulting Metallurgical Chemist.

None need apply not practically acquainted with Copper Mining, and whose references as to qualification and character will not stand the strictest enquiry.

Apply by letter to the Secretary, 149, Hope-street, Glasgow.

A MINE MANAGER of considerable experience in Metal Mining at home and on the Continent is at present DISENGAGED, and is OPEN to ANY ENGAGEMENT as MANAGER ABROAD. Good climate. Has the qualifications necessary for practical Management of Mines. Constitution sound. Age 36. Open to Report and give Estimates on Mining Properties.

Address, "M. E.," MINING JOURNAL Office, 26, Fleet-street, London.

TO MINE AGENTS AND OTHERS.

WANTED, a QUANTITY of IRON RODS for WATER WHEEL CONNECTIONS.

State size and price, with all particulars, to "Mineowner," MINING JOURNAL Office, 26, Fleet-street, London.

WANTED, a CAPITALIST, or SYNDICATE, to ASSIST in BRINGING OUT a very promising LEAD and IRON MINE, lately opened in the NORTH OF ENGLAND. The fullest investigation courted.

Address, "B. H. T.," MINING JOURNAL Office, 26, Fleet-street, E.C.

WANTED, by the TALARGOCH MINING COMPANY (LIMITED), near Rhyl, Flintshire, a SECOND-HAND WATER-WHEEL, in good condition, of from 50 to 60 feet diameter, and 6 feet breast.

WANTED, a PARTNER, with £800, to WORK a SETT QUARRY in WALES. The rock is of superior quality.

For further particulars apply, by letter, to J. H. JONES, Glasfryn Terrace, Talysarn, near Carnarvon.

FOR SALE OR HIRE ONE HUNDRED to TWO HUNDRED or MORE 3½ and 4-yard END TIP WAGONS; also several 8 in. and 13 in. cylinder TANK LOCOMOTIVES, and other CONTRACTOR'S PLANT, equal to new.

Apply, JOHN DICKSON, Jun., or A. C. BETTS, New North Works, Bootle, near Liverpool.

SOME FINE THOROUGH BRED MASTIFF PUPS, from enormous pedigree specimens, two, three, or four guineas each. Can be sent on approval before purchasing.

Address, Hillside, Loudwater, High Wycombe.

FLUOR SPAR FOR SALE, splendid qualities, from ONE to FIVE HUNDRED TONS.

Prices and samples on application to GEO. G. BLACKWELL, Mineral Broker, 26, Chapel-street, Liverpool.

FLUOR SPAR FOR SALE, splendid qualities, from ONE HUNDRED to FIVE HUNDRED TONS.

Price and samples on application to the Secretary, Tamar Silver-Lead and Fluor-Spar Mining Company (Limited), 85, Gracechurch-street, London, E.C.

SWALEDALE LEAD MINES, YORKSHIRE.
TO MINING INVESTORS.

LARGE TRACTS of MINERAL GROUND can be LEASED of the Proprietors.

For all information, apply to Sir FRANCIS DENYS, Bart., A. D Office, Fremington, Richmond, Yorkshire.

THE NEW DIFFERENTIAL EXPANSIVE PUMPING ENGINE, FOR MINES OR WATERWORKS.
POUDRED'S PATENT.

The simplest yet invented. No cataract and no levers.

For particulars, addrezs H. W. POUDRED, Cromwell Bridge Works Lower Broughton, Manchester.

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COUPONS OF SHARES..... 322

Gold in bars produced in the month of July, 1881, and remitted to Messrs. Baring Brothers and Co., London, 4749·46 ozs.

DIVIDEND distributed for each coupon, $100.

(Signed) A. J. CAGNINACCI, Vice-President.
(Signed) VICTOR J. GRILLET, Treasurer.

THE LINARES LEAD MINING COMPANY (LIMITED).

Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the shareholders of this company will be HELD at this office on THURSDAY, the 6th October next, at One o'clock P.M., to receive the accounts, balance-sheet, and reports of the directors and auditors for the half-year ending 30th June last.

By Order of the Board, H. SWAFFIELD, Secretary.

No. 5, Queen-street-place, London, E.C., 28th September, 1881.

THE FORTUNA COMPANY (LIMITED).

Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the shareholders in this company will be HELD at this office on THURSDAY, the 6th October next, at half-past One o'clock P.M., to receive the accounts, balance-sheet, and reports of the directors and auditors for the half-year ending 30th June last. By Order of the Board, H. SWAFFIELD, Secretary.

No. 5, Queen-street-place, London, E.C., 28th September, 1881.

THE ALAMILLOS COMPANY (LIMITED).

Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the shareholders of this company will be HELD at this office on THURSDAY, the 6th October next, at Two o'clock P.M., to receive the accounts, balance-sheet, and reports of the directors and auditors for the half-year ending 30th June last.

By Order of the Board, H. SWAFFIELD, Secretary.

No. 5, Queen-street-place, London, E.C., 28th September, 1881.

ALEXANDER SMITH, M. Inst. C. E., CONSULTING ENGINEER and VALUER of IRONWORKS, MINING, RAILWAY, ENGINEERING, and other PROPERTY, PLANT, and MACHINERY,
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Mr. SMITH has been retained for nearly 20 years by some of the most prominent firms, and has conducted many of the larges valuations that have taken place in the kingdom

Valuations for Stock Taking or any other purpose upon very reasonable terms.

EMPLOYERS' LIABILITY ACT, 1880.

THE NATIONAL BOILER INSURANCE COMPANY
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CAPITAL £100,000—ESTABLISHED 1864.
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This Company's Policies COVER DAMAGE TO BOILER and SURROUNDING PROPERTY, and also, WITHOUT EXTRA CHARGE, claims for which Insurers are liable under the Employers' Liability Act, 1880, for personal injury resulting from Explosion or Collapse of Flues of Insured Boilers.

Insurers have the benefit of the company's independent inspection, the great value of which is proved by the comparative immunity from disaster of the thousands of boilers inspected, &c., by this company.

Prospectuses and other information on application as above.

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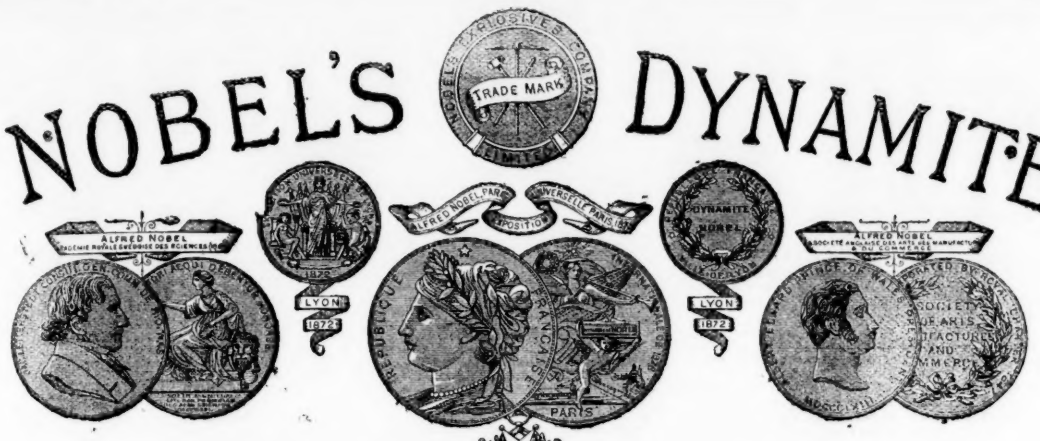

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Supplies may be obtained from any of the following District Agencies of the Company in Great Britain:—

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F. H. EDWARDS, Forth House, Newcastle-on-Tyne.
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ALBERT RICKETTS, Dean-lane, Bedminster, Bristol.
B. READ, Reforne, Portland, Dorsetshire.
LEIGH and SILLAVAN, Barton House, 66, Deansgate, Manchester.
GEORGE ROBERTS, George-street, Gloucester.
J. H. BEAN and CO., 6, Albion-street, Leeds.
WM. RICH and SONS, 4, Basset-street, Redruth, Cornwall.
CROSS BROTHERS, 21, Working-street, Cardiff.
G. WILLIAMS, 6 and 7, Baker-street, Aberystwith.
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J. T. EACHUS, Holywell, Flintshire.
T. G. MARSH, 2, Priory-street, Dudley.
TODHUNTER and ELLIOT, Market-place, Douglas, Isle of Man.
ROBERT HAMILTON, 29, St. James-square, Edinburgh.
JOHN DONALD, 4, Belmont-street, Aberdeen.
WILLIAM WATSON, Stirling-street, Coatbridge.
ROBERT HAMILTON, Douglas-street, Dunfermline.
JOHN D. M'JANNET, Woodlands, Stirling.
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WAUGH, WALSH, and CO., 73 and 75, Church-lane, Belfast.
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AS BEING THE SAFEST, CHEAPEST, AND STRONGEST OF ALL EXPLOSIVES.

TONITE is the most efficient and economical blasting agent ever invented, and is largely in demand. It does not contain any Nitro-glycerine, and is, therefore, exempt from the dangers of exudation, or of freezing and its attendant process of thawing.

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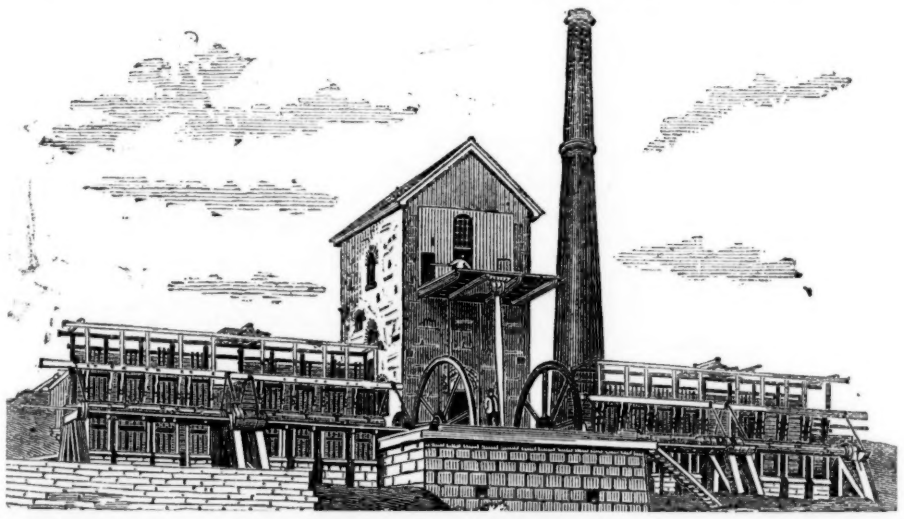
(TUCKINGMILL FOUNDRY AND ROSEWORTHY HAMMER MILLS),

CAMBORNE, CORNWALL,

Engineers, Iron and Brass Founders, &c.



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ALL KINDS OF

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HAYLE, CORNWALL

LONDON OFFICE.--186, GRESHAM HOUSE, E.C.

MANUFACTURERS OF

PUMPING and other LAND ENGINES and MARINE STEAM ENGINES of the largest and most approved kinds in use, SUGAR MACHINERY, MILLWORK, MINING MACHINERY, and MACHINERY IN GENERAL.

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MANUFACTURERS OF

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SECOND-HAND MINING MACHINERY FOR SALE,

IN GOOD CONDITION, AT MODERATE PRICES—viz.

PUMPING ENGINES; WINDING ENGINES; STAMPING ENGINES; STEAM CAPSTANS; ORE CRUSHERS; BOILERS and PITWORK of various sizes and descriptions; and all kinds of MATERIALS required for MINING PURPOSES.

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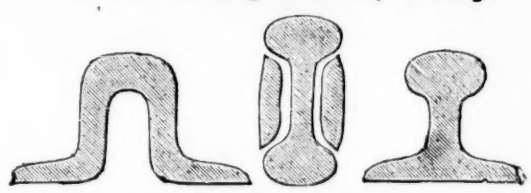

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BRITISH DIVIDEND MINES.

Shares.		Paid.	Last wk.	Clos. pr.	Total divs.	Per sh.	Last pd.
3939	Blue Hills *t, c,* St. Agnes	4 6	6... 3	2½ 3	0 4 0	0 2	0...May 1881
17000	Caron *i,* Cardigan*	2 C	0... ½	... ½ ½	0 4 0	0 2	0...Oct. 1878
6000	Carn Brea, *c, t,* Illogan†	9 7	11... 29	29½ 30	52 1	8 0	0...Aug. 1881
10240	Devon Gt. Consols, *c, a,* Tavistock*†	1 0	0... 9	8½ 9	118 7	0 0	0...Dec. 1880
4296	Dolcoath, *c, t,* Camborne	10 14	10... 88	89 90	123 3	9 1	12 6...Aug. 1881
6400	East Pool, *t, c,* Illogan	0 9	9... 39½	...39¼ 40	24 17	9 1	0 0...Aug. 1881
12500	Frongoch,* *l,* Cardgn (11000 sh.iss.	2 0	0... 4	... 3½ 4	0 4	0 0	2 0...Jan. 1881
40000	Glasg. Car., *c** [30000sh. £1 pd., 10000	15s. pd.]	⅜...	⅜ ⅜	0 13 10	0 0	6...Aug 1878
8500	Gorsedd and Merllyn Con., *l,* Flint.	2 10	0... 3	... 2½ 3	0 5	0 0	5 0...Aug. 1877
15000	Great Laxey, *l,* Isle of Man*†	4 C	0... 18	... 17 18	27 6	0 0	6 0...July 1881
6400	Green Hurth, *l,* Durham*	0 6	0... 7¼	... 7 7¼	2 18	0 0	2 0...Dec. 1880
20000	Grogwinion, *l,* Cardigan*	2 0	0... 3	... 2 3	0 16	4 0	1 6...July 1880
10240	Gunnislake (Clitters), *t, c*	2 2	0... 3	... 3 3½	0 15	9 0	1 0...Mar. 1881
2800	Isle of Man, *i,* Isle of Man*	25 0	0... —	...	83 5	0 1	0 0...Sept. 1880
20000	Leadhills,* *l,* Lanarkshire	6 0	0... 2	... 1¾ 2	0 15	0 0	3 0...Mar. 1878
400	Llaburne,* *l,* Cardiganshire	18 *5	0... —	...	609 10	0 1	0 0...June 1881
10000	Mellanear, *c,* Hayle*	2 C	0... 4½	... 4 4½	1 8	0 0	2 0...July 1881
9300	Minera Mining Co., *l,* Wrexham*...	5 0	0... 9	8 9	69 0	8 0	1 6...Feb. 1881
20000	Mining Co. of Ireland, *cl, c, l**	7 0	0... 2¾	... 2 2¾	24 0	0 0	2 6...Jan. 1880
8000	Mona,* *c,* Anglesea	5 0	0... 10	9½ 10½	0 10	0 0	0 10...July 1880
11829	North Hendre, *l,* Wales	2 10	0... 6	... 5¾ 6	3 12	6 0	0 2 6...May 1881
8146	Ditto	1 5	0... 3½	... 3 3½	0 8	6 0	1 3...May 1881
2000	North Levant, *t, c,* St. Just	13 6	0... 4	... 3 4	4 16	0 0	3 0...Feb. 1881
5000	Penhalls, *t,* St. Agnes§	3 17	6... 1½	... 1¼ 1½	3 17	0 0	1 6...Jan. 1881
6000	Pennant, *l, bar,* North Wales*	5 0	0... 5	... 4 5	0 10	0 0	0 5...Mar. 1878
12090	Phœnix United, *t, c,* Link §	6 0	3... 4	... 3½ 4	17 3	0 0	0 2 6...Mar. 1880
18000	Pr. Patrick,* *s-l,* (als.12000pf.10 p.c)	1 0	0... —	...	0 18	6 0	0 2 0...July 1880
10000	Red Rock,* *l,* Cardigan	2 0	0... 2	... 1 2	0 4	0 0	0 2 0...Jan. 1878
12000	Roman Gravels, *l,* Salop*	7 10	0... 11¼	...10¾ 11¼	8 11	0 0	0 5 0...June 1881
4000	Rhydalun,* *l,* Wales	10 C	0... —	...	0 5	0 0	0 5 0...Feb. 1880
512	South Caradon, *c,* St. Cleer†	1 5	0... 55	... 55 60	...749 0	0 0	1 0 0...July 1880
6123	South Condurrow, *t, c,* Camborne†...	6 5	6... 9½	... 9¼ 9¼	8 13	0 0	0 6 0...Aug. 1881
9000	South Darren, *l,* Cardigan*	1 1C	0... 1⅝	... 1⅜ 1⅝	0 4	0 0	0 2 0...Apr. 1880
4500	South Wheal Frances, *t,* Illogan†...	7 12	4... 15¼	... 15 15½	40 15	6 0	0 10 0...July 1880
6000	Tincroft, *c, t,* Pool, Illogan†§	11 10	0... 20¼	... 20 20½	50 18	6 0	0 5 0...Aug. 1881
15000	Van, *l,* Llanidloes*	4 5	0... 9	... 8 9	25 5	6 0	0 2 6...July 1881
3000	West Chiverton, *l,* Perranzabuloe§	21 2	6... 1¾	... 1 1¾	55 10	0 0	0 10 0...Feb. 1878
512	West Tolgus, *c,* Redruth	95 10	0... 16	... 12 14	33 0	0 0	1 0 0...Jan. 1879
1200	West Wheal Seton, *c,* Camborne†§...	28 0	0... 18	... 16 18	...223 0	0 0	0 7 6...Apr. 1878
6000	West Basset, *c,* Illogan†	7 0	4... 15	...14½ 15	27 12	0 0	0 5 0...July 1881
12000	Wheal Crebor, *c,* Tavistock	2 4	0... 3¾	... 3¼ 3¾	0 12	9 0	0 2 6...July 1881
1024	Wheal Eliza Consols, *t,* St. Austell..	18 0	0... —	...	42 10	0 0	8 0 0...Aug. 1880
6000	Wheal Grenville, *t,* Camborne	15 0	0... 11½	...11¼ 11½	0 7	6 0	0 2 6...Jan. 1881
4295	Wheal Kitty, *t,* St. Agnes	5 4	6... 2	... 1½ 1½	12 18	6 0	0 1 6...Jan. 1881
3000	Wheal Peevor, *t,* Redruth	7 11	0... 13	... 15½ 16	8 4	6 0	0 6 0...Aug. 1881

FOREIGN DIVIDEND MINES.

35500	Alamillos, *l,* Spain*†	2 0	0... 1¾	... 1¼ 1¾	2 4	0 0	0 1	3...Sept. 1881
130000	Almada and Tirito Consol., *s*†	1 0	0... ⅜	... ⅛ ⅜	0 6	3 0	0 1	0...May 1876
20000	Australian, *c,* South Australia†	7 7	6... 1¾	... 1¼ 1¾	1 5	6 0	0 2	0...Aug. 1881
15000	Birdseye Creek, *g,* California*	4 0	0... 2	... 1¾ 1¾	0 18	0 0	0 2	0...June 1881
20000	Cape Copper Mining,*† South Africa	7 0	0... 46	... 43 45	43 7	6 1	0 0	0...Sept. 1881
85000	Cesena Sulph. Co., Romagna, Italy*	10 0	0... —	...	1 1	0 0	0 1	0...Aug. 1879
80000	Copiapo, *c,* Chili* (£4 shares)†	3 8	0... 3⅛	... 2¾ 3	1 14	9 0	0 1	0...Aug. 1881
70000	English & Australian,*† *c,* S. Aust...	2 10	0... 1¼	... 1 1¼	2 19	9 0	0 1	0...Mar. 1881
25000	Fortuna, *l,* Spain*†	2 0	0... 4¾	... 4¼ 4¾	7 19	2 0	0 2	0...Sept. 1881
60000	Frontino & Bolivia, *g,* New Gran.*†	2 0	0... 3½	... 3 3½	0 8	0 0	0 2	0...Jan. 1881
200000	La Plata, *s-l,* Leadville†	2 0	0... 1¼	... 1⅛ 1⅜	0 7	5 0	0 0	4...Aug. 1881
15000	Linares, *l,* Spain*†	3 0	0... 6	... 5½ 6	18 17	10 0	0 3	0...Sept. 1881
66000	New Quebrada, *c,* Venezuela†	5 0	0... 4¾	... 4¼ 4¾	0 5	6 0	0 3	0...July 1881
1000	Ditto, Debentures	100 0	0... 100	... 99 101	6 per cent.			
3000	Oregon, *g,* Oregon, U.S. (pref. sh.)	4 0	0... —	...	0 2	6 0	0 2	6...Dec. 1880
50000	Panulcillo, *c,* Chili*†	4 0	0... 5½	... 5 5¾	0 13	3 0	0 4	0...Apr. 1881
25000	Pitangui,* *g,* Brazil (in. 6000 £1 pd).	0 10	0... —	...	0 1	0 0	0 1	0...Sept. 1880
10000	Pontgibaud, *s-l,* France†	20 0	0... 16	... 13 15	28 17	6 0	0 7	3...Dec. 1880
100000	Port Phillip, *g,* Clunes*† (£2 shares)	1 0	...	... ⅛ ⅛	1 14	2... 0	0 10	...Feb. 1881
54000	Richmond Consol., *s,* Nevada*†	5 0	0... 16	... 15 15½	12 11	6... 0	0 10	0...Aug. 1881
1358880	Rio Tinto,*c, Sp.Coup.Bds.,Huelva.	100 0	0... 101	... 99 101	5 per cent.			...July 1880
225000	Ditto, shares	10 6	0... 23	... 22 23	0 18	0... 0	8 0	0...Nov. 1880
40000	Santa Barbara,* *g,* Brazil	0 10	0... 2	... 1¾ 2	0 11	9... 0	1 0	0...June 1880
120000	Scottish-Australian Mining Co.*†	1 0	0... 1⅝	... 1½ 1¾	10 p. cent.			...Apr. 1881
80000	Ditto, New	0 10	0... ⅞	... ⅞ ⅞	10 p. cent.			...Apr. 1881
56000	Sentein,* *s-l, bl,* Ariège, France	1 0	0... 1⅛	... ⅞ 1⅛	0 2	0... 0	2 0	0...Jan. 1880
22500	Sierra Buttes, *g,* California*†	2 0	0... 1⅝	... 1¾ 1⅝	2 2	6... 0	1 0	0...Apr. 1881
40625	Ditto, Plumas Eureka	2 0	0... 2¼	... 2½ 2¾	2 13	0... 0	3 0	0...Apr. 1881
100000	So. Indian,* *g,* Madras (fully pd.)†	1 0	0... 1⅜	... 1½ 1⅝	0 4	0... 0	0 4	0...Aug. 1881
253000	St. John del Rey*†(£5 Stock and multiples	dealt in)...		195 205	...	5	p.c. for half-year, Dec.	1880
62566	Tharsis,* *c, sul,* Spain (31000 *s. tl.* p.)†	10 0	0... 44	... 43 44	6 10	0... 2	10 0	0...June 1881
20000	Tolima,* *g, s,* Colombia	5 0	0... —	...	1 16	6... 0	4 9	0...Apr. 1881
25000	Victoria* (London), *g,* Australia	1 0	0... —	...	0 13	10... 0	0 8	0...Feb. 1881
15000	Western Andes, *s,* Colombia	5 0	0... —	...	2 18	0... 0	2 6	0...Aug. 1880
2100	W. Prussian (5500 pref. sh. £10 pd.)	10 0	0... 10½	... 10 10½	4 2	0... 0	8 0	0...Apr. 1881

§ Have made calls since last dividend was paid.

NON-DIVIDEND BRITISH MINES.

Shares.		Paid.	Last wk.	Clos pr.
30000	Alston United,* *l,* Cumberland	1 0	0... 1⅛	... 1 1⅛
12000	Assheton, *l,* Carnarvonshire*	5 0	0... ¾	... ½ ¾
10000	Atlantic,* *c, l* (res. shares 28,000)	1 0	0... 1⅜	...1¼ 1⅜
33000	Basset & Buller Cons.,* *c. t,* Illogan.	1 0	0... —	...
11583	Bedford Unit.,* *c,* Tavis.(£1 liab.)...	0 3	0... 2	...1¼ 1¾
8000	Blaen Caelan,* *l,* Cardigan	3 0	0... —	...
30000	Blackburnbanks & Gildersda'e, *l*	0 5	0... ½	... ⅜ ½
30000	Bodidris,* *l, bl,* Denbighshire	1 0	0... ⅞	... ¾ ⅞
33600	British,* *s-l, bl,* Wrexham	1 0	0... 1½	... 1 1½
20000	Bwlch United,* *l,* Cardigan	0 17	6... 3½	... 3 3½
25000	Callington Consols*, *t*	2 0	0... 2¼	... 2 2¼
50000	Cambrian,* *s-l, c,* Cardiganshire	2 0	0... —	...
6000	Carn-Camborne, *t, c,* Camborne	0 8	0... 3½	... 3 3½
20000	Carnarvon,* *c,* Carnarvonshire	1 0	0... 1⅝	... ⅞ 1⅛
6000	Cathedral Cons., *c, t,* Gwennap	0 10	0... —	...
20000	Central Foxdale,* *l,* Isle of Man	1 17	6... 2	... 2 2¼
25000	Coed-y-Fedw&Pant-y-Buarth,* *l*	1 0	0... 1¾	... 1 1¼
2450	Cook's Kitchen, *t,* Illogan†	30 14	9... 26	... 26 26½
15500	Court Grange United*, *s-l*	1 0	0... —	...
6400	Crook Burn,* *l,* Cumberland	0 12	6... —	...
14000	Crosswood Mining Lands, *l**	1 0	0... 1¼	... ¾ 1¼
45000	D'Eresby Mountain, *l, bl,* Llanrwst.	0 10	0... 2½	... 2 2½
20000	Denbighshire Consolidated,* *l*	3 0	0... 3	... 2 3
12000	Derwent,* *l,* Durham	4 0	0... 1¾	...1¼ 1½
1000000	Devon,* *c, bl,* Tavistk. (466651 iss.)	0 1	0... —	...
60000	Devon Friendship,* *c, ars,* Tavistock	1 0	0... 1½	... 1 1⅛
12000	Devon Great United* (2*l.* shares)	1 0	0... 1¼	... 1 1¼
50000	Drakewalls,* *t, c* Calstock	1 0	0... ¾	... ½ ¾
10000	Dubby Syke, *l,* Durham*	1 0	6...4s 6d	...4s. 6d.
12000	East Blue Hills *t,* St. Agnes	0 5	0... 5⅝	... 3⅝ ⅝
6000	East Botallack, *t* St. Just	0 8	0... 1¼	...1¼ 1¼
6144	East Caradon, *c,* St. Cleer†	3 19	6... ⅞	... ⅞ ⅞
4000	East Chiverton, *l,* Perranzabuloe	10 4	9... 2	...1½ 2
30000	E. Craven Moor,* *l.* Pateley Bridge	1 0	0... ⅞	... ⅝ ⅞
12000	East Crebor, *c,* Tavistock	0 11	6... ¼	... ⅛ ¼
15000	East Devon Cons.,* *c,* Buckfastlgh.	2 0	0... 3	... 2½ 3
30000	East Herodsfoot, *s-l,* Liskeard	1 0	0... 1⅛	... 1 1⅛
20000	East Long Rake,* *l,* Wales	1 0	0... 1¼	...1¼ 1¼
21000	East Roman Gravels,* *l,* Salop	0 15	0... ⅜	... ⅜ ⅜
18000	East Van, *l,* Llanidloes*	5 0	0... 1½	... 1 1½
4096	East Wheal Buller, *t, c,* Gwennap	0 10	0... —	...
2096	East Wheal Lovell, *t,* Helston	15 3	6... 3½	... 2½ 3
100000	East Wheal Rose,* *s-l,* Newlyn East	0 10	0... —	...
12000	Gawton,* *c,* Tavistock (2*l.* shares)...	1 16	0... ⅜	... ⅜ ⅜
14000	Glenroy,* *s-l,* Isle of Man	4 0	0... ⅜	... ⅜ ⅜
30000	Gobbett,* *t,* Dartmoor	1 0	0... 1¼	...1¼ 1¼
10000	Goddards,* *l, b,* Carnarvon	1 0	0... 1¼	... 1 1¼
25000	Goodevere, *t,* St. Cleer	1 0	0... 1¼	...1¼ 1¼
20000	Griffin,* *s-l,* Carnarvon	1 0	0 . —	...
20000	Great Dyliffe* (10000 sh. issued)	1 0	0 .. 1½	... ⅞ 1⅛
12000	Great Holway,* *l,* Flintshire	5 0	0... 5½	... 5 5¼
100000	Great Polgooth United,* *t*	1 0	0... 1	... ¾ 1
6000	Great West Chiverton, *l,* St. Agnes.	0 5	0... ⅜	... ¼ ⅜
10000	Gwern-y-Mynydd,* *s-l,* Flint(pref.)	4 0	0... 1½	...1¼ 1½
70000	Gwydyr Amal.* *l, bl,* Carnarvon	1 0	0... ⅝	... ½ ⅝
12000	Herodsfoot, *l,* near Liskeard†	0 10	9... ⅝	... ⅜ ⅝
18000	Hingston Down, *c,* Calstock*†	0 12	0... 1¼	...1⅛ 1¼
20000	Kirkmichael,* *l* (2000 unissued)	1 0	0... 1⅛	... 1 1⅛
6000	Killifreth, *t,* Chacewater	4 1	6... 2	...1⅝ 1⅞
25000	Kit Hill Gt. Cons.* *c, ars-m,* (2*l.* sh.)	0 15	0... ⅞	... ⅝ ⅞
15000	Lady Ann,* *s-l,* Llanarmon	1 0	0... 1½	... ⅞ 1⅛
30000	Lady Ashburton,* *s,* Callington	1 0	0... 1⅜	...1⅛ 1⅜
15000	Lady Bertha,* *c,* Tavistock	1 0	0... —	...
2500	Levant, *c, t,* St. Just	11 10	0... 1½	... 1⅛ 1⅜
15000	Llandegla,* *l,* Wales	1 0	0... 1¼	... ⅞ 1⅛
10000	Lomax,* *s-l,* Helston	1 0	0... 1¼	... 1 1¼
5120	Lovell, *t,* Wendron	0 16	0... 1½	...1¼ 1½
9000	Marke Valley, *c,* Linkinhorne†	6 4	6... 1¼	... 1 1¼
6000	Medlyn Moor, *c,* Wendron	3 15	10... —	...
28000	Mid-Devon,* *c* (& 17000, 3s. 4d. pd.)	0 6	8... —	...
20000	Mona Consols,* *c,* Anglesea	1 0	0... 1¼	... 1 1¼
15000	Monkstown,* *man,* Devon	2 0	0... 2⅜	...2⅛ 2⅜
20000	Mostyn Consols,* *s-l,* Flint	1 0	0... —	...
10000	Mynydd Gorddu, *l,* Cardigan*	4 0	0... 4	... 3¼ 4
12000	Morfa Du, *z, g, s,* Anglesea*	1 0	0... ⅞	... ⅝ ⅞
80000	Mounts Bay,* *c, t,* Breage	0 10	0... ⅜	... ⅛ ⅜
6144	Mount Carbis, *t, c,* Redruth	1 0	0... 3¼	... 2¼ 3
2400	New Cook's Kitchen, *t,* Illogan	8 1	0... 6¼	... 6¼ 6¾
8000	New Dolcoath, *t, c,* Camborne*	3 0	0... —	...
10000	New Holmbush,* *t, c,* Callington	2 0	0... —	...
6000	New Kitty, *t,* St. Agnes	0 10	0... 2½	... 2 2½
12000	New Penrose,* *t, c,* Helston	1 0	0... 1¼	...1⅛ 1¼
3500	New Tincroft,* *t,* Lelant	6 0	0... ¾	... ½ ¾
2000	New Trumpet, *t,* Wendron	0 10	0... 1¼	... 1 1¼
12000	New West Caradon, *c,* Liskeard	0 1	9... ⅝	... ½ ⅝
3000	New Wheal Peevor, *t,* Redruth	0 10	0... 2¼	...1¾ 2¼
35000	New Wye Valley, *l,* Montgomery.*	1 0	0... 1¼	... ¾ 1¼
20000	North Alfred, *c,* Phillack	0 10	0... 1⅜	...1⅛ 1⅜
5328	North Busy, *t, c,* Blackwater	0 10	8... ½	... ⅛ ⅜

NON-DIVIDEND MINES—*continued.*

Shares.		Paid.	Last wk.	Clos pr.
10000	N. D'Eresby Mount.,* *l, bl,* Carnarv.	1 0	0... 1¼	... 1 1¼
12000	North Herodsfoot, *l,* Liskeard	0 8	6... ⅝	... ½ ⅝
50000	North Molton,* *c, mn, t,* Devon	1 0	0... —	...
6000	North Penstruthal, *t, c,* Gwennap	1 14	6... 1	... ¾ 1
2936	North Treskerby, *c,* St. Agnes	8 17	10... —	...
8000	Northern,* *l,* Durham	1 0	0... 1¾	...1⅝ 1¾
40000	Okel Tor,* *t, c, a,* Calstock	1 0	0... 1⅛	...1 1⅛
83000	Old Shepherds *s-l,* Cornwall	0 10	0... —	...
12000	Pandora,* *l,* Carnarvon	2 0	0... ¾	... ½ ¾
11612	Pant-y-Mwyn,* *l,* Mold	2 0	0... 2⅛	...1½ 2
45000	Parys Corporation,* *c,* Anglesea	1 0	0... —	...
7500	Pateley Bridge, *l,* Yorkshire	1 0	0... ⅞	... ¾ ⅞
6000	Pedn-an-drea, *t,* Redruth	2 7	0... 5¼	... 5 5¼
12000	Pelyn Wood, *c,* Lanivery	0 5	0... ⅜	... ⅜ ⅜
600	Pendarves United, *c,* Camborne	8 0	0... 2½	... 2 2½
30000	Penhale and Barton, *t,* St. Columb	1 0	0... 1½	... 1 1½
12000	Pen-yr-Orsedd,* *l,* Flintshire	1 0	0... 1¼	... 1 1¼
15000	Perran Consols,* *s-l*	1 0	0... 1¼	... 1 1¼
100000	Pioneer,* *car.* Wales	1 0	0... 1¼	... 1 1¼
10000	Polrose, *t,* Cornwall	0 13	6... —	... 1 1¼
10000	Port Nigel,* *s-l,* Carnarvonshire	2 0	0... —	... ⅜ ⅜
6000	Prince Royal, *t, c, s-l,* St. Agnes	1 0	6... 2	...1½ 2
12000	Prince of Wales, *c, s,* Calstock	0 11	6... —	... 1¼ 1¼
15000	Royalton, *t,* St. Columb	1 0	0... ⅞	... ¾ ⅞
36000	Russell United,* *c,* Tavistock	0 15	0... 1¼	... 1 1¼
30000	Silver Hill,* Callington	0 10	0... ⅞	... ⅝ ⅞
40000	Sortridge,* *c,* Horrabridge	1 0	0... ⅝	... ⅜ ⅝
50000	So. Cambrian,* *l,* Cardiganshire	1 0	0... 1¾	... 1 1¾
6000	South Carbis, *t, c,* Redruth	0 10	0... 1¾	...1⅝ 1¾
35000	So. Devon Unit.,* *c,* Buckfastleigh.	1 0	0... ½	... ⅜ ½
6000	South Penstruthal, *t,c,* Gwennap	1 12	6... 2	...1¾ 2
6000	South Roskear, *t, c,* Camborne	8 5	0... ½	... ¼ ⅜
6000	South Tolcarne, *t, c,* Camborne	4 6	6... —	...
40000	South Wheal Crebor*, *c,* Tavistock..	1 0	0... 1¼	...1⅛ 1¼
2043	South Wheal Crofty, *c,* Illogan	19 7	0... 13	...11¾ 12¼
40000	Tamar, *s-l,* Bealarston*	1 0	0... 1¼	... 1 1¼
110000	Tankerville Gt. Consols, *l,* Salop*	0 10	0... —	... 1¼ 1¼
6400	Teesdale,* Durham (pref.)	1 C	0... ⅜	... ⅜ ⅜
20000	Tin Hill,* St. Stephens..	1 0	0... ¼	... ¼ ¼
10000	Temple,* *l,* Cardigan	1 0	0... 1⅜	...1⅛ 1⅜
12000	Trevince Consols, *t, c,* Gwennap	0 5	0... —	...
6000	Trugo, *c,* St. Columb	0 8	0... 1¼	... 1 1¼
10000	Tyn-y-Fron,* *l,* Cardiganshire	1 0	0... 1⅛	...1¼ 1⅛
35000	Un. Van & Glyn,* *l,* (& 17500 pref. sh)	1 0	0... 1¼	... 1 1¼
1000	Vaughan,* *l,* Cardiganshire	10 0	0... ⅜	... ¼ ⅜
18000	Victor,* *l,* Cilcen, Flintshire	0 14	0... —	...
15000	Vincent,* *t,* Altarnum	1 0	0... ½	... ¼ ⅜
20000	Walkham United,* *t, c,* Tavistock...	1 0	0... 1¼	... 1 1¼
12000	West Assheton, *l,* Carnarvon	1 0	0... 1⅛	... 1 1⅛
12000	West Caradon, *c,* St. Cleer	0 5	9... 2	... 1¾ 2
3000	W. Craven Moor, *l,* Pateley Bridge*	10 0	0... 1¼	... 1 1¼
12000	West Crebor, *c,* Tavistock	0 5	0... —	...
10240	West Devon Consols, *c,* Calstock ...	1 0	0... ½	... ⅜ ½
10000	West Godolphin, *t, c,* Breage	0 15	0... 1½	... 1 1½
12000	West Holway,* *l,* Flintshire	1 0	0... 2	... 2 2¼
6000	West Kitty, *t,* St. Agnes	0 12	0... —	... 1½ 2
20000	W. Lisburne,* *l,* (1*l.* sh.) Cardigan..	1 0	0... 10	...8½ 9
3000	West Mary Ann, *l,* Menheniot	1 13	0... 1	... ¾ 1¼
20000	W. Pateley Bridge, *l,* Yorkshire	1 0	0... 1	... ⅞ 1
12000	West Phœnix, *t, c,* Linkinhorne	0 12	8... 1¼	... ⅜ 1¼
6000	West Polbreen,* *t, c,* St. Agnes	0 2	0... 1½	... ⅞ 1½
5190	West Poldice, St. Day†	5 10	0... 6¼	...6¼ 6¼
10000	West Vor,* *t,* Helston	2 0	0... 2	... 1½ 2
2048	West Wheal Frances, *t,* Illogan†	30 1	3... 20	...20 21
3000	West Wheal Peevor, *t,* Redruth	3 0	6... 14½	...14 14¼
12000	West Wye Valley,* *l,* Montgomery.	3 0	0... —	...
6000	Wheal Agar, *c,* Illogan†	14 6	0... 14½	...14 14½
6144	Wheal Basset, *c,* Illogan†	6 1	0... 6½	... 5½ 6
3000	Wheal Boys, *t,* Redruth	0 16	0... 2½	... 2¼ 2½
12000	Wheal Coates United,* *t,* St. Agnes	0 17	6... 1⅞	...1½ 1⅞
2585	W. Comf., & No. Tres., *t, c,* Gwennap	2 2	0... 2½	... 2 2½
50000	Wheal Elizabeth,* *t,* Cornwall	1 0	0... ⅞	... ⅝ ⅞
5000	W. Fortune,* *s, c, ars,* Harrowbarrow	1 0	0... 3	... 2¾ 3
15000	Wheal George,* *l, bl,* Carnarvon	1 0	0... 3	... 2¾ 3
12288	Wheal Jane, *t,* Kea†	1 10	8... ¾	... ½ ¾
12000	Wheal Jewell, *c,* St. Hilary	0 16	6... ½	... ½ ¾
25000	Wh. Hony and Trelawny, *s-l,* Lisk.	2 6	0... 3	...2½ 3
12000	Wheal Lusky, *t,* Callington	0 6	7... —	...
2000	Wheal Owles, *t,* St. Just†	7 3	0... —	...
6000	Wh. Prussia, & Cardrew, *t,c,* Rdrth	2 0	0... 1⅝	...1½ 1¾
6000	Wheal Sisters, *t,* Lelant	3 5	0... 2½	... 2 2¼
4096	Wheal Uny, *t, c,* Redruth	15 16	0... 2¾	... 3 3½
4000	Ystwith,* *l,* Cardigan	1 0	0... 1¼	... ¾ 1¼

bl, blende; *c,* copper; *g,* gold; *l,* lead; *s,* silver; *sl,* slate; *s-l,* silver-lead; *t,* tin; *z,* zinc; *i,* iron; *a,* arsenic.
* Limited Liability Companies; † quoted on the Stock Exchange; ‡ have paid dividends.

NON-DIVIDEND FOREIGN MINES; FOREIGN AND MISCELLANEOUS STOCKS; TRAMWAYS; INSURANCE COMPANIES; GAS, IRON AND COAL, WAGON COMPANIES, &c.

NON-DIVIDEND FOREIGN MINES.

Shares.		Paid.	Clos. pr.
67000	Akankoo,* *g,* Gold Coast	0 5	0... ¼ ... ⅜
64880	Anglo-African,*d, Kimberley,†	2 0	0... 2½ ... 3½
12000	Arendal, *c,* Norway	4 0	0... 2½ ... 2¾
120000	Asia Minor,* *s-l,* Lidjessy, Sivas	0 7	6...
30000	Blue Tent, *hyd,* California	5 0	0... 2 ... 2¼
30000	Bratsberg,* *c,* Norway	2 0	0... 2 ... 2¼
40000	Brazilian, *g,** Brazil	1 0	0... 1 ... 1¼
200000	British Australian,* *g,* N. So. Wales	1 0	0...
10000	Buena Ventura,* *i,* Spain (fy.pd)...	2 0	0...
130000	California,* *c,* Colorado	1 0	0... 1⅛ ... 1¼
130000	Callao Bis, *g* Venezuela	1 0	0...
15000	Canada,* *g*	1 0	0...
82500	Canadian, *c. sul,** Canada†	4 0	0... 1½ ... 1¾
23000	Central Jagersfontein Diamond*...	5 0	0... 2¼ ... 2¾
100000	Cherambadi (Wynaad) District,* *g.*	1 0	0...
500000	Chile,* *q,* Venezuela	1 0	0...
106505	Chontales, *g, s,* Nicar.*† (98000 iss)	1 0	0... 1/16 ... 3/16
75000	Colar,* *g,* Mysore	0 10	0... ⅛ ... ⅜
75000	Colombian Hydra